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The Scenic Attractions and Summer Resorts

ALONG THE RAILWAYS OF THE

VIRGINIA, TENNESSEE

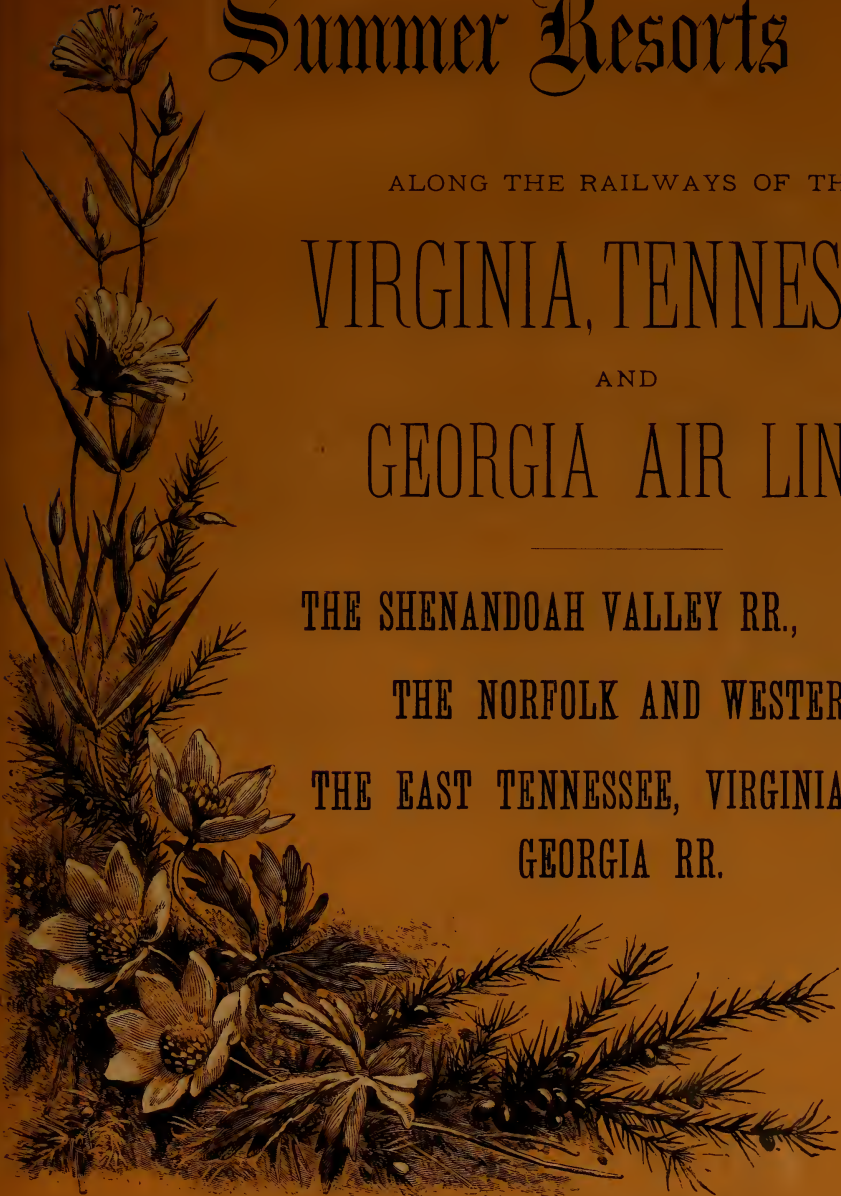
AND

GEORGIA AIR LINE.

THE SHENANDOAH VALLEY RR.,

THE NORFOLK AND WESTERN RR.,

THE EAST TENNESSEE, VIRGINIA AND
GEORGIA RR.





THE NOBLE UPLANDS OF THE SOUTH.

THE SCENIC ATTRACTIONS

AND

SUMMER RESORTS

ALONG THE RAILWAYS

— OF —

✓
THE VIRGINIA, TENNESSEE & GEORGIA AIR LINE:

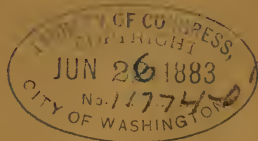
THE SHENANDOAH VALLEY RR.,

THE NORFOLK & WESTERN RR.,

— AND —

THE EAST TENNESSEE, VIRGINIA & GEORGIA RR.

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THE RAILWAYS

OF

THE VIRGINIA, TENNESSEE & GEORGIA

AIR LINE,

AND OFFICERS THEREOF.

THE SHENANDOAH VALLEY RAILROAD.

TERMINI: Hagerstown and Roanoke. Length — 240 miles.

JUNCTION POINTS AND CONNECTIONS.

Hagerstown.....	North, East and West, with	Cumberland Valley & Western Maryland Railroads.
Shenandoah Junction, “ “ “ “	Baltimore & Ohio Railroad, Main Line.	
Riverton	“ “ “ “	Virginia Midland Railway.
Waynesboro Junction, “ “ “ “	Chesapeake & Ohio Railway.	
Loch Laird.....	“ “ “ “	Richmond & Alleghany Railroad Lexington Branch.
Buchanan.....	“ “ “ “	“ “ “ “ Main Line.
Roanoke	South, “ “ “	Norfolk & Western Railroad, Main Line.

OFFICERS.

<i>President</i>	F. J. Kimball.
<i>Vice-President</i>	U. L. Boyce.
<i>General Manager</i>	Henry Fink.
<i>Superintendent</i>	Joseph H. Sands.
<i>General Passenger and Ticket Agent</i>	A. Pope.
<i>General Freight Agent</i>	Chas. P. Hatch.
<i>Treasurer</i>	W. G. MacDowell.
<i>Auditor</i>	Joseph W. Cox.
<i>Chief Engineer</i>	W. W. Coe.
<i>Division Freight and Passenger Agent</i> ...	O. Howard Royer.
<i>Secretary</i>	G. R. W. Armes.
<i>Purchasing Agent</i>	W. C. De Armound.

GENERAL OFFICES: Philadelphia, and Lynchburg, Va.

NORFOLK & WESTERN RAILROAD.

TERMINI: Norfolk, Va., and Bristol, Tenn.	
Length—Main Line.....	408 miles.
City Point Branch.....	7 “
New River Division.....	74 “
Saltville Branch.....	10 “

Total, 499 “

JUNCTION POINTS AND CONNECTIONS.

Norfolk.....	North.....	with Baltimore Steam Packet Company, for Baltimore.
“	“	“ Clyde Steam Lines, for Philadelphia.
“	“	“ Old Dominion Steam Ship Company, for New York.
“	“	“ Merchants' & Miners' Transportation Company, for Boston and Providence.
South.....	“	“ Norfolk Southern Railway, for Eastern Virginia & North Carolina.
City Point.....	North and West.....	“ New York & Richmond Steamer Lines.
Petersburg.....	“ South.....	“ Richmond & Petersburg & Petersburg Railroads.
Burkeville.....	“ “	“ Richmond & Danville Railroad.
Lynchburg.....	“ East and West	“ Virginia Midland Railway, Richmond & Alleghany Railroad.
Roanoke.....	“ West.....	“ Shenandoah Valley Railroad.
New River.....	“	“ New River Division, for New River Coal Mines and Summer Resorts.
Glade Springs.....	“	“ Saltville Branch.
Bristol.....	South and West.....	“ East Tennessee, Virginia & Georgia Railroad.

OFFICERS.

<i>President</i>	Geo. F. Tyler.
<i>First Vice-President</i>	F. J. Kimball.
<i>Second Vice-President and General Manager</i>	Henry Fink.
<i>Superintendent Eastern Division</i>	N. M. Osborne.
“ <i>Western</i> “	Frank Huger.
<i>General Passenger and Ticket Agent</i>	A. Pope.
<i>General Freight Agent</i>	C. P. Hatch.
<i>Assistant General Freight Agent</i>	W. A. Carpenter.
<i>Auditor</i>	E. E. Portlock.
<i>Treasurer</i>	W. G. MacDowell.
<i>Assistant Treasurer</i>	M. C. Jameson.
<i>Chief Engineer</i>	W. W. Coe.
<i>Secretary</i>	G. R. W. Armes.
<i>Purchasing Agent</i>	W. C. De Armond.

GENERAL OFFICES: Philadelphia, and Lynchburg, Va.

EAST TENNESSEE, VIRGINIA AND GEORGIA RAILROAD.

DIVISIONS.

East Tennessee.....	Termini: Bristol & Chattanooga.....	Length 242 miles.
Carolina.....	“ Morristown & Warm Springs, “	49 “
Ohio.....	“ Knoxville & Jellico.....	“ 66 “
Ooltewat Cut-off.....	“	“ 11½ “

Total East Tennessee Division..... 368½ miles

Alabama.....	Termini: Cleveland & Selma.....	Length 164 miles
Alabama Central.....	“ Selma & Meridian.....	“ 113 “

Total Alabama Division..... 377 “

Atlanta Division.....	Termini: Rome & Macon.....	Length 161 “
Brunswick “	“ Macon & Brunswick.....	“ 200 “
Memphis & Charleston R. R., “	“ Chattanooga & Memphis.....	“ 328 “

Total..... 1,434½ “

JUNCTION POINTS AND CONNECTIONS.

Bristol.....	North.....	with	Norfolk & Western Railroad.
Johnsons.....	West.....	"	East Tenn. & Western North Carolina Railroad.
Rogersville Jct. "	"	"	Rogersville & Jefferson Railroad.
Warm Springs.. "	"	"	Western North Carolina Railroad.
Jellico.....	North & West.....	"	Louisville & Nashville Railroad.
Cleveland.....	South.....	"	Alabama Division.
Chattanooga...	North, South and West....	"	Cincinnati, N. O. & T. P. R. R., Nashville, Chattanooga & St. Louis, Memphis & Charleston, Alabama Great Southern, Western & Atlantic RR.
Dalton.....	South.....	"	Western & Atlantic.
Rome.....	"	"	Atlanta Division & Rome Railroad.
Anniston.....	East.....	"	Georgia Pacific Railroad.
Calera.....	North and South.....	"	Louisville & Nashville Railroad.
Selma.....	East and West.....	"	Louisville & Nashville Railroad & Alabama Central.
York.....	"	"	Alabama Great Southern Railroad.
Lauderdale.....	North and South.....	"	Mobile & Ohio Railroad.
Meridian.....	"	" and West..	Vicksburg & Meridian, Mobile & Ohio, and Alabama Great Southern Railroads.
Atlanta.....	North, East, South and West..	"	Richmond & Danville Railroad, Georgia Railroad, Central Railroad of Georgia, Western & Atlanta, Atlanta & West Point, Georgia Pacific.
Macon.....	North and South.....	"	Georgia Railroad & Central Railroad of Georgia.
Jesup.....	"	"	Savannah, Florida & Western Railroad.
Brunswick, Ga.	"	"	Steamers for Fernandina and Jacksonville.
Decatur, Ala.	North and South.....	"	Louisville & Nashville Railroad.
Tuscumbia....	"	"	Florence Branch.
Corinth.....	"	"	Mobile & Ohio Railroad.
Middleton.....	"	"	Ship Island, Ripley & Kentucky Railroad.
Grand Junction,	"	"	Illinois Central (Southern Division) Railroad.
Moscow.....	"	"	Summerville Branch.
Memphis.....	"	and West..	Memphis & Little Rock, Mississippi & Tennessee, Louisville & Nashville, Kansas City, Fort Scott & Gulf RRs., and steamers on Mississippi River.

OFFICERS.

<i>President</i>	Samuel Thomas.
<i>Vice-President</i>	C. M. McGhee.
<i>Vice-President and General Manager</i>	Henry Fink.
<i>Assistant to President</i>	A. O. Beebe.
<i>Secretary</i>	L. M. Schwan.
<i>Treasurer</i>	James G. Mitchell.
<i>Assistant Treasurer</i>	B. T. Mitchell.
<i>Auditor</i>	T. D. Flippen.
<i>General Superintendent</i>	John F. O'Brien.
<i>General Passenger and Ticket Agent</i>	A. Pope.
<i>General Freight Agent</i>	James R. Ogden.
<i>Supt. East Tennessee Division</i>	F. K. Huger, Knoxville, Tenn.
<i>Asst. G. F. & P. A. East Tennessee Division</i>	J. Gothard, "
<i>Supt. Alabama Division</i>	Jno. M. Bridges, Selma, Ala.
<i>Asst. G. F. & P. A. Alabama Division</i>	Ray Knight, "
<i>Supt. Atlanta Division</i>	T. D. Kline, Atlanta, Ga.
<i>" Brunswick Division</i>	J. E. Mallory, Macon, Ga.
<i>A. G. P. & F. A. Atlanta & Brunswick Div.</i>	J. J. Griffin, Atlanta, Ga.
<i>Supt. Memphis & Charleston Division</i>	R. B. Pegram, Jr., Memphis, Tenn.
<i>Auditor</i> " " " " " " " " " "	T. M. Barker, "
<i>Treasurer</i> " " " " " " " " " "	H. C. Wilton, "
<i>Asst. G. F. & P. A.</i> " " " " " " " " " "	T. S. Davant, "
<i>Purchasing Agent</i>	W. A. Harrison, Knoxville, Tenn.

GENERAL OFFICES : Knoxville, Tennessee.

Introductory.

WITHIN the limits of that vast section of the United States of America, East of the Mississippi River and its tributaries, there lies a region embracing much of Maryland, Virginia, Tennessee, Western North Carolina, Georgia, Alabama and Mississippi, which, possessing in a most remarkable degree those great resources of individual and natural wealth represented in the products of their fields, forests, mines, and water-powers, likewise presents an array of scenic attractions and health and pleasure resorts unsurpassed throughout a land favored most highly among the Nations of the World, with all that charms the eye and pleases the senses.

Traversed in all essential directions by a transportation service, now rendered cohesive and harmonious by common interests and common management, the Railways of

THE VIRGINIA, TENNESSEE AND GEORGIA AIR-LINE

and their connections, departing from the banks of the Susquehanna, the Potomac and Chesapeake Bay in the Northeast; the waters of the Gulf of Mexico and the orange groves of Florida on the South and Southwest; the cotton fields of the Mississippi on the West; the blue waves of the Atlantic on the Southeast, and the busy scenes of Norfolk and Hampton Roads on the East, ascend rapidly to that vast plateau pierced and encircled by the Appalachian Mountain Ranges, and finding the shortest routes of union between the great cities of the North and South and Southwest, furnish highways of luxurious and speedy travel, amid surroundings of natural beauty and personal comfort unexcelled throughout the land.

To briefly recite these attractions, as a guide for health and pleasure-seekers, is the object of this book.



SYNOPSIS OF SCENERY AND LOCATIONS.

THOUGH time and change—the waste of storms and friction of revolving ages—have plowed deep furrows in that beauty which gave the new-born earth its pristine grace, still Nature from her wondrous wealth impartially bestows unending favors on her worshippers ; and o'er earth's wide expanse—divided oft by trackless desert, boundless sea and unromantic plain—are favored spots where iconoclastic time has trodden, not heavily, but rather put off his shoes, as if on holy ground.

These reminders of a sinless age are not exclusive properties of any "section," nor do they owe allegiance to any one nation. Do not Chamouni, Como, Tempe, Val de Rhine, Yellowstone, and the grand plateau of the Appalachian Mountains belong to the world? Are not these —

* * * Neutral ground,
Where battle flags are furled,
And peace, her olive branch
Spreads o'er all the world?

Yet happy is that nation, blessed that section, where sharp-toothed decay has left upon the face of Nature a *kiss* and not a *scar*.

Within the limits of our own land—almost within the sight of her great North-eastern cities, from thence sweeping away to the far Southwest through Maryland, Virginia, Western North Carolina and Eastern Tennessee, Northern Georgia and Alabama—exist these evidences of earth's loveliness : "The Appalachian plateau kissing the clouds with its mountain peaks, diving hundreds of feet into the cool earth with its valleys ; sending its tiny brooks and dashing torrents to the north, south, east and west ; lifting its entire length from the historic Potomac to the outlying valleys of the Mississippi, far above the heated level of cities, into an atmosphere ever healthful and ever clear—this phenomenal table land, presents an assemblage of natural beauty, of physical resources and attractions that challenges a peer in all the earth.

This Appalachian plateau is formed by the upheaval of those famous mountain ranges—the Alleghany and the Blue Ridge—which form a "back-bone" for the territory on the east, as the Rocky Mountains do for the country west of the Mississippi. It stands between and is equi-distant from the borders of the Ohio and Mississippi rivers, and the level coast lands of the Atlantic Between its

parallel ranges, fed by streams from many a waterfall of picturesque loveliness, are valleys among the most beautiful on the American continent, where, amid lovely scenes of pastoral beauty, nestle well-kept farms, and spring from leafy groves graceful church spires of thriving towns and villages. The enchanting valley of the Shenandoah—the pride of Virginia—the admiration of all lovers of beautiful nature, lies like an emerald ocean between its forest-crowned rock-girdled barriers.

Far to the southwest, locking in its waves of green the white-walled towns,



"A Waterfall of picturesque loveliness."

the rural mansions, the vine-clad farm houses, and throwing its spray of clover blossoms into the rushing waters of the Roanoke, is the Roanoke valley. Still on toward the Tennessee border, where "White Top Mountain" stands grim and silent as its Gibraltar, is the valley of the Holston; all these are continuations of the famous valley of Virginia, which sweeps between frowning mountain ranges, and holds within its enchanting limits some of the fairest of earthly visions.

Still further south are the valleys of the Tennessee and the vistaed fields of Western North Carolina, and where the plateau dips toward the balsamic forests of pine are the gentle slopes and flowery meads of gulf-watched Georgia and Alabama.

Upon this noble upland are the health resorts of the States through which it passes. Diverging spurs shoot out from the parent mountains, forming pretty valleys each with independent and peculiar attractions. In these, as upon the



"Where the speckled trout finds a home."

adjacent ranges, are the mineral springs and summer retreats. Surrounded by magnificent scenery, lifted up into an air "like champagne," each the centre of vast preserves where the deer, pheasant and turkey hide and the speckled trout finds a home, themselves the laboratories where Nature mixes her healing medicines; these springs are the resorts for thousands who flee from the great cities to build up wasted health,

or add tonic to the nerves by the invigorating exercise of lungs, muscles and senses.

This territory lies in a direct line between the North and the South. Climbing upon its northward edge where it makes obeisance to the States of Pennsylvania and Maryland; upon its western declivity where it stoops toward the great lakes and the Ohio valley; or upon its southward foothills where it scents the magnolia-laden breezes of the gulf; the tourist or the traveler has before him a highway, along which he may with delight pursue his journey to great marts and traffic centres of the North, or to the "sanitaria" of Tennessee and Virginia, or to the prairies of Texas through the cane fields and magnolia groves of Mississippi and Louisiana, or to the cotton fields and pine orchards of Alabama and Georgia, or to the orange groves and flower gardens of Florida.

Through the very centre of this favored section, within easy reach of its mineral springs, passing along the edge or through the midst of its loveliest valleys, tapping its richest mining and farming lands, the railways of THE VIRGINIA, TENNESSEE AND GEORGIA AIR LINE run from Hagerstown, Maryland, to Memphis in Tennessee, to Meridian in Mississippi, and to Brunswick in Georgia.

From each of these points comes an independent tourist whose journal finds place in the following pages.

THE SHENANDOAH VALLEY ROUTE, FROM HARRISBURG OR BALTIMORE TO ROANOKE.

171

Hagerstown,
St. James,
Antietam,
Shepherdstown,
Shenandoah Junction,
Charlestown,
Berryville,
White Post,
Ashby,
Riverton,
Front Royal,
Luray,
Miles,
Port Republic,
Weyer's Cave,
Waynesboro Junction,
Riverside,
Loch Laird,
Natural Bridge,
Buchanan,
Houston,
Troutville,
Cloverdale.

WHERE shall we go a summering, Jennie?

What place for you and me?

The *level waves of the mountains*,

Or the *towering vales of the sea*?

It was more than a comic soliloquy in my case; bound Southward from New York to meet friends in the Old Dominion, the question was not between "vales of the sea" and the "waves of the mountains," but which route shall I take to my appointed rendezvous?

Now the case was diagnosed in this manner

Here are two or more ways between given points; suppose the expenses contingent upon each to be the same; the time consumed to be the same; no appreciable difference in the comforts of transportation—then I shall go by the way along which I can see something.

I have never been noted for logical acumen, but this conclusion was as easily taken as a case of measles. So the next train South found me sweeping across New Jersey toward Philadelphia, bound through that city to Harrisburg, Penn., from which place I intended to take the *Shenandoah Railroad* at

HAGERSTOWN,



THE SHENANDOAH VALLEY,

in Maryland, and thence skimming along by clover fields and apple orchards, mineral springs and blast furnaces, trout streams and mountain fastnesses—seek my friends in the beautiful heart of the beautiful Old Dominion.

Arriving at Harrisburg, I had the happiness to congratulate myself without the usual necessity of putting some disagreeable condemnation in the prescription.

At this point lines of railroad converge from Ohio and the lake regions, as well as from the north and east. I was one of several people who, from all these sections, had gathered here preparatory to a grand excursion into that attractive portion of Virginia penetrated by the *Shenandoah Valley Road*.

Many were the laughs and jests, quick wit and repartee, as our train ambled through the meadows along the



THE APPROACH TO HAGERSTOWN.

Cumberland Valley Road to Hagerstown.
 "Gettysburg out to the left!"

"Gettysburg belongs to the United States now," said a pretty Western tourist.

"You are right my dear," replied her father, "the graves of our heroes are our common altars, whereon we should lay our offering of peace."

Hagerstown, Maryland.—This old colonial city is the *de facto* beginning of the Shenandoah Valley Railroad. It is a pleasant place with 8,000 inhabitants, dignified as becomes a city of its age, active and enterprising as this busy, stirring day demands.

Here we were joined by another "grand excursion" from Baltimore, coming out of the "monumental city" over the Western Maryland Road.

Hagerstown is a rallying point for tourists and excursionists, who, coming from the West and East over the Western Maryland R. R. and from the populous sections of the northeast and northwest over the Cumberland Railroad *via* Harrisburg, would see all the lovely

region traversed by the Shenandoah Valley Road.

Fairly under way, with plenty of room in our comfortable coaches, over a solid road-bed and a steel track, we began the chief duty of the occasion, that of sight-seeing and enjoying ourselves.

ST. JAMES' PROTESTANT EPISCOPAL COLLEGE. This popular seat of learning, belonging to the diocese of Maryland, lies in classic solitude just off the line. The *historical tourist* informed us that the main college building was, in the early part of this century, the mansion house of Gen. Samuel Ringold, who owned a manor of 20,000 of these beautiful acres that spread out around.

GRIMES STATION.

Amid quiet fields where grasses and flowers cover the "red tracks" of contending hosts, this little station stands the *vidette* of the great battle fields along the valley road.



BURNSIDE'S BRIDGE, ANTIETAM.

ANTIETAM

is not far away, and "Stonewall's" men left souvenirs of their presence *here*, in the bullet marks on trees and fences.

The bridge which Burnside crossed is another reminder of the past, and the Soldiers' Monument speaks adoration of those who fell upon the way.

SHARPSBURG.

Every acre about this place is battle ground. For three miles the railroad runs through the centre of fields, once the arenas of fierce fighting. Vividly the imagination pictures the charge, the retreat, the carnage. O, God of battles, let it never be seen again in reality! Peaceful as a benediction, the sunbeams rest on the trees that watch over the graves of 5,000 Federal soldiers who sleep here.

Three miles south of Sharpsburg the train crosses the

POTOMAC RIVER.

Beautiful Potomac! Linked forever

in the historic chain that binds our Republic to the past!

Only a mile below the railroad crossing is the "Old Pack-Horse Ford," where 150 years ago the Catawba and Susquehannock braves engaged in a terrible battle. There also, in 1775, the Southern Minute Men crossed the river to join Washington at Boston. Lee crossed at this ford to the battle of Antietam, and recrossed when the battle had been fought. Just above the ford is the rocky precipice over which 3,000 men, among them many of the "Corn Exchange Regiment," of Philadelphia, rushed to their death.

How changed is all nature since war's alarms ceased. Peacefully the sun shines over quiet farms and dreamy woodland. Herds graze in the meadows, contented people throng the village streets, prosperity has again united the land. The violets grow where the cannon shot made furrows; the swallows skim the placid waters;

"All quiet along the Potomac!"



THE SOLDIERS' MONUMENT, ANTIETAM.

SHEPHERDSTOWN

dates back to 1734, when Thomas Shepherd selected its romantic site for a settlement, and gave it his own name.

In the river at this place James Rumsey, in 1787, exhibited the steamboat he had invented twenty-five years before Fulton's experiment on the Hudson. Shades of departed genius—suppose you could see what is on the Hudson and the Potomac to-day!

At Shenandoah Junction, the Baltimore and Ohio Railroad crossed our track, and there we got an addition to our party

of sightseers. A pleasant old gentleman from Baltimore told us that "Major-General Drake, a descendant of one of the judges of Charles I., and a Revolutionary hero, had his palatial abode about a mile from the Junction." Also that Horatio Gates, Charles Lee and Adam Stephen resided near this point. All these were with Washington at Braddock's defeat; all three were wounded; all three joined the Colonists; all three were made generals; all three were court-martialed and deprived of their command.



CROSSING THE POTOMAC AT SHEPHERDSTOWN.



THE OLD MILL.

CHARLESTOWN.

This town is named after Charles Washington, a brother of the General, and lies upon land once owned by him. A short distance from the station is "Brad-dock's Well," dug by his troops when on their way to Fort Du Quesne. A mile west is the ruin of a stone church, built to shelter those who prayed for their reigning sovereign, George II. Near by is "Harewood House," the home of Samuel Washington, where James Madison was married, where Louis Phillipe and his brothers, the Duc de Montpensier and Count Beaujelaix, were entertained.

In the Court House, at Charlestown, John Brown was tried and condemned, and, in view from the cars, is the spot where he was hung.

Between Berryville and White Post is situated historic "Greenway Court," the manor house of Lord Fairfax, "Washington's patron," and the owner of 50,000 acres of surrounding territory. "White Post" is called from a white oak post, planted by Lord Fairfax, to mark

the road to "Greenway Court," which original post yet remains, carefully en-cased, for preservation. Washington was employed by this nobleman to sur-vey his vast possessions, called by the Indians, Shenandoah, "Daughter of the Stars." Here the old lord lived when his former protégé, as General of the Continental Army, had captured Corn-wallis at Yorktown and gained the inde-pendence of the Colonies. When told of this surrender, he said to his servant : "Take me to bed, Joe ; it is time for me to die."

The scenic beauty of the section round Boyceville and Riverton is indescribable. Near the former place is the old stone mansion, "Saratoga," built in revolu-tionary days by Hessian prisoners for General Morgan. Everywhere is the ro-mantic stretch of woodland, the upheaved hills and the dim blue crests of the mountains. At

RIVERTON,

the road crosses the junction of the north and south forks of the Shenandoah River. Seldom does one see so lovely a



THE COURT HOUSE AT CHARLESTOWN.

picture as that which opens to view here. Filmy clouds hung over the valley, touching, like a silver veil, the brow of distant mountains. Deep Summer green were the meadows, lighter the Spring tints upon the hills, while high up the mountain sides Winter lingered, as if loth to leave a spot so charming.

Down along the "South Fork," through the Shenandoah Valley, gracefully curves the limpid river, now nearing the train, now rushing away to leap

against the rugged base of the mountains; grandly rise the wooded crests of the Massanutten Mountain on the west and the Blue Ridge on the east; sweetly the green glades, vistaed by the opening hills, lead the eye out into quiet mountain vales—all around is loveliness, all above is glorious, all within is peace.

"Gently blows the southwest wind
O'er willowy meads, and shadowed waters
creeping,
And Ceres' golden fields."



LURAY INN.

Through a panorama of such beauty as is only to be seen along the Shenandoah Valley, the tourist train halted at

LURAY.

Here we debarked before the "prettiest inn" on the continent. Built in Queen Anne style, with spacious grounds and graded walks, it presents, with its

"The Alps! The Alps!

I see their icy steep,
Where pine trees quake and moan,
And dark gray shadows creep."

Luray has a history as well as a modern fame. Stonewall Jackson led his army through its streets to fight at Strasburg. General Shields passed through to the affair at Fremont. General Lee, with the forces from Gettysburg,



THE BALLROOM—CAVERNS OF LURAY.

tall chimneys, flat gables and wide verandahs, a novel and charming appearance.

Entering its roomy interior, and looking upon its wainscoted walls, its pillared ceiling and broad fire places, one is reminded of the lovely Swiss *pensions*; and, when he casts his delighted gaze out of the open windows toward the mist-crowned Massanutton, he involuntarily exclaims,

bivouacked here. And here came often the gray troopers that rode with Mosby, White, McNeil and Harry Gilmor.

But, after all, that which gives it its world-wide notoriety is the proximity of the wonderful

CAVERNS OF LURAY.

To "go down" into a cave is one thing; to descend into the Luray Caverns is *entirely* another thing.

In the first instance you smother up in an old gum coat (doing similar service for a generation), crowd your feet into rubber shoes (warranted to *go on* any size foot), and then go paddling, splashing along, with eyes full of dripping lime-water and ears full of mud ; finally emerging, wet, bedraggled and nasty, you vow never to go again, then you go home to have the rheumatism and ague for an indefinite season.

Down,

"Where falls not hail, or rain, or any snow,
Nor ever wind blows loudly,"

is a region peopled with the wierdest, most fantastic shapes ; crowded with colossal statues ; gemmed with delicate images ; furrowed by abyssmal chasms ; fleeing away between gigantic columns into fairy grottoes ; startling with sudden revelations ; charming with exquisite tracery along cloistered walls and fretted



LAKE LEE—CAVERNS OF LURAY.

But you go into Luray Caverns over a cemented walk, dry as a brick ; you wear your own clothes, and come out again under a "daffodil sky," fresh enough without "peeling" for *table d'hôte*.

"Don't go," said a grim old tourist. "One cavern is like another : stalactite, stalagmite, impossible-to-be-seen resemblances ; nothing new—Stay out !"

With misgivings I went ; and live to chronicle the most enjoyable and novel experience of my tourist life.

roofs—a region where nothing is familiar, nothing monotonous. You walk in a new world, along new paths, amid new scenes ; in a realm where the plastic fancies of mad poets' brains have been flung, and congealed in adamant ; stand where the "Dragon of Luray" rears his grizzled form ; wander along the palisades upon the "Banks of the Rhine ;" gaze upon the ermine-cloaked "Empress Column ;" linger reverently in the solemn "Cathedral" while nave and aisle answer to the dulcet mono-

tone of the keyless "Organ;" shiver beside the "Frozen Geysers;" shrink from the startling "Spectre;" look between its jeweled lattice-bars upon the "Virgin Font;" put away unholy thoughts before the "Angel's Harp;" let fall your vision into "Pluto Chasm;" lift it to the star-decked domes—over all is a flood of glory from the electric lamps, whitening the snowy white, darkening the shadows and writing on heart and sense and mind a wordless poetry of eternal beauty. * * * *

Out of Luray and away again down the

To individualize between the many charming spots in the famed valleys of Virginia, to which the Chesapeake & Ohio Railway affords such quick and luxurious access, would be a hopeless task. Each has its charm, and to each pertain peculiar beauties. As in olden time 'twas said "that all roads lead to Rome," so may we say in the year of grace, all Summer tourists' paths turn naturally to the famed Virginia springs that bubble along this railway.

One of the most remarkable features of the Shenandoah Valley Route, is



THE VIRGIN FONT—CAVERNS OF LURAY.

green flood of the Shenandoah Valley, past pretty farms, blossoming orchards and redolent meadows to

WAYNESBORO.

This station is at the crossing of the Shenandoah Valley and the Chesapeake & Ohio Roads. Interchange of traffic is had between the respective companies here, and tourists from Baltimore, New York, Washington and Philadelphia turn west to the White Sulphur Springs in West Virginia, and to the many popular resorts along the latter line.

that the entire line passes through a territory, every foot of which, as seen from the car windows, is a picture of beauty. An artist might *check* his outfit to any station, and rest assured that from the station platform he would have need for all the gorgeous tints that his palette could hold, or his brushes spread.

Leaving Waynesboro behind, the scenery lost no charm of loveliness from its "symphonies" of "green and gold, pale violet and white silver"—all was charming.

AT LOCH LAIRD STATION,

a branch of the Richmond and Alleghany road leads out to Lexington, the Heidelberg of Virginia. Here, amid such natural beauty as only the Valley Mountains can boast, is a famous inland city, noted for its healthfulness, its cultivated society, its colleges, and as the resting place of those Southern heroes, Robert E. Lee and Stonewall Jackson.

has a span of 90 feet; the thickness of its floor rock is 50 feet; the height from the creek bed to arch is 215 feet, and from *directly under* to the little cedar tree that clings to the parapet is 265 feet. A splendid hotel and lordly grounds are grateful hand-maids to this cycle-worn veteran.

BUCHANAN

was once the western terminus of the



NATURAL BRIDGE OF
VIRGINIA.

NATURAL BRIDGE STATION

landed us within reach of that peerless phenomena of the land, one of the world's wonders, the

NATURAL BRIDGE OF VIRGINIA.

This strange engineering of nature needs no description here; it has been a theme for historians, poets, and orators since the eyes of "pale faces" first beheld it. It is a *bona fide* bridge, and in use every day for the wood-cart of the mountaineer, as well as for the "drag and bays" of hotel livery. The bridge

James River & Kanawha Canal, but since the era of mule power and tin horns has given place to steam and steel rails, it has accommodated itself to all the modern graces of railroad life. The main line of the R. & A. Railroad connects, through this place, the Shenandoah Valley road with the country on the Ohio River.

We enter the Roanoke Valley amid scenes of surpassing beauty. The setting sun purples the tops of the mountains and throws its slanting rays over the rich field and pasture lands; the twi-

light steals out of the forest and dims the blue thread of mist along the James ; the cattle low in the shaded lanes, the sheep-bells tinkle on the hills ; Æolian winds ring among the dusky trees,

"Night draws her mantle and pins it with a star !"

THE CITY OF ROANOKE

blazes up ahead like an illumination ; red-mouthed furnace-chimneys lift like giant torches above the plain ; the roar of machinery, the whistle of engines, the ceaseless hum of labor and of life in the

bustling with busy men and curious tourists, Roanoke is the temple where Esculapius and Vulcan have reared their shrines and receive the homage of willing votaries.

The future of Roanoke is assured. It is the terminus of The Shenandoah Valley Railroad and lies immediately on the Norfolk & Western's Great Through Line. These roads have built extensive shops here, and made other permanent improvements ; thus evidencing a determination to secure the welfare of their foster-child. Within a short distance are coal and valuable iron ores,



THE HOTEL AT ROANOKE.

very heart of a quiet, mountain-locked valley ! We roll into the finest depot in the State, and are escorted to a hotel that would do credit to the proudest city. We tourists go to bed dumb-founded !

Morning breaks over the hills and adds to the wonder of the night. Here is a thoroughly modern city, built as if by magic, yet substantial and solid with the dignity of years upon its youthful countenance. A thousand feet above the sea, surrounded by a country rich in minerals, fertile in soil, dotted with medicinal springs ; alive with blast-furnaces, machine shops, railroad buildings,

and immense furnaces are already utilizing these rich deposits. As a health resort it is unsurpassed both on account of its own advantages, and its proximity to mineral springs. Its hotel accommodations are ample and its location—midway a great system of railroads connecting the centres of trade and population of the North and East, with the agricultural and supply sections of the South and West—give it position and advantages possessed by few places in the land. Taking it altogether, from a hygienic, scenic, or business point of view, Roanoke City is the phenomenon of the South.

FROM BOSTON, NEW YORK, BALTIMORE, BY SEA TO NORFOLK,

AND THENCE OVER THE NORFOLK AND WESTERN RAILROAD.

VIA

Petersburg,
Burkeville,
Farmville,
Lynchburg,
Forest,
Buford's,
Blue Ridge Springs,
Roanoke,
Salem,
Big Spring,
Big Tunnel,
Central,
Staytide,
New River,
Pocahontas,
Dublin,
Martin's,
Max Meadows,
Wytheville,
Rural Retreat,
Marion.
Glade Spring,
Abingdon.

"The tide rises, the tide falls,
The little waves, with their soft white hands,
Efface the footprints on the sands,
And the tide rises, the tide falls."

Magnificent steamers from Boston, New York and other North Atlantic ports carry the travel and traffic of the "outer coast" to Norfolk; while "sister ships" come booming down, between the green banks of Chesapeake Bay, from Baltimore and the heart of Maryland, to the same

"White Swan of Cities, slumbering in her nest"
by the sea.

It was upon one of the former, that I came out of New York Bay, and the lines from Longfellow were sung by the tide waves on the sand, as our ship went harborward from the sea. Close under our lee lay the white beach of Cape Charles; far out in the eye of the weather was his twin brother, Cape Henry, between them rolled the green trough of the ocean.

Everywhere

"The big ship went, the big ship came,
Coming and going to sea."

white winged sailers glided noiselessly by; graceful ships, three-masters, crowded with snowy canvas; deep laden schooners, with booms far out, and sails swung wing and wing; noisy steamers, with paddle-wheels shrouded in spray, with propellers buried in foam. We were in the track of a great commerce, and these beautiful creatures were the slaves of a tireless trade.

The stars and stripes rose out of the sea, and soon far ahead loomed up the walls of Fortress Monroe, the *post bellum* prison of the Confederate States' President, Jefferson Davis.



THE WHARVES OF NORFOLK.



NORFOLK HARBOR.

Close under the guns of the fort, its great, glaring Hygeia Hotel, with cool balconies looking across the tide, and "brass-bands" drooning music over the waves. Dozens of sail-boats were in the water,

"Their low bent sails in tack and flow,
Turned white or dark to shade and sun ;"

and fresh from their dip in the surf

"Loose-haired, bare-footed, hand in hand
Young girls went tripping down the sand."

The National Cemetery, the Soldiers' Home, the Hampton Normal School—all are places of interest in easy distance from the hotel.

Historic Hampton Roads, with its broad sheeny waters, snow-flecked with

peaceful sails, opens out toward the West. It was here that the frigates Cumberland and Congress had their death fight with the Confederate ram Merrimac, and where she had her famous combat with the Monitor. The eastern waters of the Roads mingle with those of the "finest harbor" along the Atlantic Coast, and Norfolk City "sits mistress of the waves" at its head. Our ship went down along a line of wharves crowded with all imaginable craft ; there were big blustering steamers, heavy sided ships, tall barques ; craft for the river, for the harbor, for the Chesapeake Bay, for the waters in the interior, for the long journey across the ocean. Naval vessels lay "off" the Gosport Navy



THE N. & W. RR. PASSENGER DEPOT AT NORFOLK.

Yard, and great wheezing ferry-boats came and went between *our side* and Portsmouth. There were cotton ships, lumber ships, grain ships, passenger ships, fishing ships, merchant ships and pleasure ships. If ships make a place then Norfolk needs no architect.

annually shipped to Northern markets. Back in the interior are endless forests, whence the city draws a lumber trade rivaling any city in Maine. Above her is a grain and tobacco country, whence she receives and handles vast supplies. And her deep-water harbor has brought com-



A PEEP THROUGH A NORFOLK GARDEN.

NORFOLK

was one of the earliest English settlements in Virginia. It has fought through three wars, bears yet the scars of two, and notwithstanding, holds up its head among the most active and thriving places in the land. As a business centre, this city has few equals. Around it is a large territory carefully cultivated as "truck gardens," whence thousands of crates of vegetables and early fruits are

merce and cotton together on her wharves. She has fine hotels, beautiful residences, handsome churches, good drainage, excellent water supply, a delicious climate and a peerless fish, vegetable and oyster market. She is connected with cities in the North by lines of magnificent steamers, with the South coast by the same means; she has railroads running away from her down the coast, and she is linked to the great grain sections of the West and South-

west and the snowy cotton fields of the South by the bands of steel that lie along the road-bed of the

NORFOLK AND WESTERN R. R.

This railroad has its eastern terminus here, where the smoke of sea-going steamers mingles with that of its land-going locomotives; its western terminus is nominally at Bristol on the Tennessee border; virtually it has no western terminus, for it unites at Bristol with a great system that ramifies the whole country toward the Great Lakes, the Ohio and Mississippi valleys, the Cotton Belt and orange groves of the Gulf, and stretches across the continent through Texan plains or Mexican and California valleys.

Out from the handsome depot building, I rode in the morning hour toward Bristol on the border. White-cap waves rolled in from the roadstead, sea-gulls dipped to the cool incoming tide, a summer wind blew softly, laden with perfume of pine forests; mist was over the distant sea, and the slant rays of the sun shone like a visible benediction on the tall masts, white sails and creeping steamers that kept guard around the city. Norfolk was left behind.

The dew was on the grass, and its glittering drops hung like diamonds from the blossoms of the fruit trees, as we passed through the immense fields devoted to the market gardens. Well-kept farm-houses, carefully cultivated soil, told of energy and thrift, and one no longer wondered whence came all the early vegetables. Beyond the "trucking belt," and solemn in its awful stillness is the

GREAT DISMAL SWAMP,

whose quiet is only broken by the sound

of the woodman's axe, or the noise of the passing trains. In the centre of this swamp is Drummond's Lake. When Thomas Moore was in Norfolk, he immortalized the story of the young man who, crazed by the death of his sweetheart, raved that she had fled away to this lonely lake, and wandering into its silent morasses in search of her, was himself lost.

"They made her a grave too deep and damp
For a heart so warm and true,
And she fled away to the Dismal Swamp
Where all night long by a fire-fly lamp
She paddles her white canoe."

The country beyond this is a "symphony in green and gray"—green fields and gray soil—until we come to

PETERSBURG.

This city is 81 miles from Norfolk, and has a Colonial and Civil history inferior in interest to that of no city in the South. The train passes almost under the ivy-grown walls of old Blanford Church, built of brick brought over from England in 1759.

"What an image of peace and rest
Is this quiet little church among its graves!
All is so quiet; the troubled breast,
The wounded spirit, the heart oppressed
Here may find the repose it craves."

Not far from Blanford Church, and in strange contrast, is the historic "crater," where was fought one of the bloodiest battles of the Civil War. Everywhere as you approach the city, are to be seen the earthworks, now covered with green grass, once tramped over by contending armies. The city is situated at the head of navigation on the Appomattox River, through which she has entrance into the James, and thence to Norfolk; she has a line of railroad to City Point, also on the James River, where she reaches deeper water than is at her own wharves.



A GLIMPSE OF PETERSBURG.



BLANFORD CHURCH.

The streets are beautifully shaded with fine trees, the residences are embowered in shrubbery and the social standing of the city is decidedly aristocratic.

Six cotton factories, more than fifty tobacco factories and numerous other enterprises betoken a thrift and business energy. The Petersburg and Weldon R. R. crosses the Norfolk and Western

here, connecting the city with Richmond on the one side, and the interior of North Carolina on the other.

From Petersburg the road rises rapidly toward the mountains, and at

BURKEVILLE,

the crossing of the R. & D. R. R., is at an elevation of 527 feet. This embryo city lies in a fertile section, has a hotel and Summer cottages, and bids fair to take rank in the world both for its business and pleasure advantages. Between this place and Farmville, is the long iron bridge built across a mile-wide valley. A little stream runs under the bridge, and tries to look as important as if this mighty structure had been built in consequence of its own dignity.

FARMVILLE

centres a large section of tobacco and grain farms. It is a thrifty, healthy place, where are located a female college and two theological seminaries (Hampden Sidney College and the Union Theological). We pass not far from Appomattox Court House, world renowned as the place where the Confederate flag went down forever before the colors of the Union. Still up grade from Farmville, we enter the James River valley, and skirting the banks of that lovely stream, cross it to the Union Depot at



THE JAMES NEAR CITY POINT.

LYNCHBURG.

Here is one of the most progressive and prosperous cities in the South. It has every advantage to take rank with the most favored centres of trade in this country. The R. & A. R. R., the Va. Midland R. R., and the Norfolk and Western R. R. centre here. It lies in the midst of a fine farming and grazing country, surrounded by hills rich in minerals and ores; it has two iron furnaces, sixty tobacco factories, several machine shops and lumber and flouring

and shuts out the view only when the eye pauses at the dropping horizon.

From Lynchburg westward, the Norfolk and Western R. R. yields to none in its claim for beautiful scenery and its boast of rich territory. From the windows of the cars the first claim is verified, and the latter is substantiated at every turn and angle of valley and hill.

We sweep along through fair meadows, green valleys, by orchard and woodland, through fields of corn and patches of tobacco; we see the "mica flakes" in



FARM LIFE NEAR LYNCHBURG.

mills. Its hotels are spacious and well kept; its streets paved; its residences handsome; its climate unsurpassed, and its scenic attractions absolutely enchanting. It is literally the city of hills, from the tops of which are to be seen some of the most charming views. Opposite are the bold cliffs of the James; far to the east the river loses itself in green meadows, and behind dim woodlands; out in the westward the blue hills climb skyward, and the famous peaks of Otter prop up the feathery clouds; southward the panorama opens with a glint of glory on wooded hills and misty valleys,

the railroad cuts, notice the red iron stain on the hills; we scare the fat cattle in the lowlands, and waken up the well-to-do farmers from their *siesta* under the shade trees.

We pass by Forest Depot and put off some visitors for the Bedford Iron and Alum Springs, and, at Liberty, we unload an excursion party for the Peaks of Otter, that are only a few miles out to the right, and in charming view from the train.

We go along like a hurricane under the shadow of the Blue Ridge, and pull up for a moment at Buford's Depot;



THE JAMES, BELOW LYNCHBURG.

thence we whirl away amid rocks and hills, and chestnut groves, till we stop at the

BLUE RIDGE SPRINGS.

This resort is on the very summit of the Blue Ridge Mountain, and is a favorite stopping place for visitors from the East and West. The delightful temperature, grandeur of mountain scenery, purity of the air and medicinal virtue of the water make this a charming place to sojourn during the Summer. Although but a recent aspirant for public favor, it has already taken rank with the older Summer resorts, and the bottled water is shipped to all parts of the Union, bestowing its blessings on those who are unable to leave their homes. The tourist from Norfolk and Richmond comes here to meet his friends from Tennessee, Alabama and Georgia.

Bonsacks comes next in our way, and the train is emptied of a part of its living freight, who "de-

bark" upon a wide platform within 200 yards of "Coyners White and Black Sulphur Springs."

Fincastle, fourteen miles west, is a



IN THE GAP OF THE PEAKS OF OTTER.



BLUE RIDGE SPRINGS.

pretty town, surrounded by a lovely country, and temptingly inviting as a Summer resort, whereat one may see something besides woods and rocks.

Gish's Depot lies in our way, and we take in its visible charms of shaded lawns, open meadows, gardens and orchards, fishing streams and woodland rambles as we hurry along to

ROANOKE.

At this city the Shenandoah Valley road from Hagerstown, Md., comes to join the Norfolk and Western. Here I met my friend, Dr. N., who came from New York over the Shenandoah route, and who, having detailed the charms and advantages of Roanoke in his journal, excused me from the pleasing task. Joining me at this point, we continued our journey toward Bristol, to the rendezvous of other congenial friends.

Sixty miles from Lynchburg we passed the city of

SALEM.

The place is beautifully situated in the midst of a charming valley, watered by the Roanoke River; back of it the mountains rise in wooded grandeur, and the

white walls of the city, with the church steeples, and college dome stand out in picturesque relief against them. Roanoke College, under patronage of the Lutheran Church, has a fine building and spacious grounds. Near by are the Hollins' Female Institute, the Botetourt Springs and the famous Red Sulphur Springs. The city has many pretty residences, some fine hotels, and is both a Summer resort and a thriving business town.

Within the next twenty miles west of Salem we pass

BIG SPRINGS DEPOT,

at the base of the Alleghany Mountain, amid wild and picturesque scenery; and

SHAWSVILLE DEPOT,

which is near the well-known Alleghany Spring, whose magnificent hotel will accommodate 700 guests, and, whose attractive situation and medicinal waters, make it popular and prosperous.

Big Tunnel is near the summit of the Alleghany Mountains, and out in its beautiful nest, only a mile from the road, sits the famous Montgomery White Sulphur Springs.



THE ROANOKE VALLEY.

Yellow Sulphur Springs and Blacksburg Agricultural College are reached from Christiansburg Depot, and a splendid country lies in every direction around it.

Central Station marks the half-way point between Lynchburg and Bristol, and looks important and business-like, with its extensive railroad shops and round-house. One mile west is

NEW RIVER STATION,

situated on the New River, a stream noted for its charming scenery as well as for its

own peculiar beauty. Branching out from the main track at this place, and climbing along the precipices and wooded knolls that overlook the river, is a railroad to the heart of the wonderful ore beds and coal fields about Pocahontas, in West Virginia. Along this track can be seen most magnificent mountain views, and the foaming river, not only awakens the loftiest imagination, but offers to the pleasure seeker more substantial enjoyment; there are wide expanses, where the canoe can glide; deep falls, where the air is kept cool and in-



THE ROANOKE RIVER AT SALEM.



THE MOUNTAIN SLOPES OF NEW RIVER.

vigorating ; dashing rapids, where the trout hide.

The coal and iron cars that will soon crowd this road can never detract from those charms that nature has here secured for the tourist.

By this line are opened new routes to the noted Virginia sanitariums—Mountain Lake, Eggleston Springs and the famous Red Sulphur Springs ; and, while a first cause for construction was that easy access might be had to the marvelous mineral wealth of the section traversed, yet it is certain that no less fame will attach to the romantic scenery, abounding everywhere along the route, than to the other Virginia resorts embalmed in song and story.

DUBLIN

is not in the Emerald Isle, but in an emerald valley, where, amid peace and plenty, her prosperous inhabitants look out over the fat cattle upon a “thousand hills,” and fear neither famine or oppression.

MARTIN'S DEPOT

owes its place in fame to the lovely valley around it ; the proximity to it of the Bertha Zinc Works ; of the great coal basin in Pulaski County ; of the vast copper and iron fields south of it, and to the iron furnaces in its limits. This is quite enough for one place, but Martin's thrifty people wish still more, so full of business are they.

MAX MEADOWS

is the centre of the grazing district of Southwest Virginia, and presents to the eye of the visitor a lovely pastoral landscape, embellished with beautiful foliage and velvety fields. Groups of fine, healthy cattle are scattered about, shading themselves under the trees or nipping the succulent grass. The river here is broad and clear, mirroring in its placid breast the verdure-bordered banks, to whose sides the railway confidently clings. Amid the gently sloping hills, this little meadow-town looks quietly out on the world ; and the busy men, who handle great loads of iron and great bags of shot, from the iron and lead mines near, do not seem to realize that a *scribe* is taking note of them, and that posterity will read of their enterprise in type of emulating character.



THE GRAZING DISTRICTS AROUND MAX MEADOWS.



WYTHEVILLE, VA.

WYTHEVILLE DEPOT

is, unhappily for the tourist, in the suburbs of the beautiful little city. He can only look longingly toward its broad paved streets, shaded with green trees, and note the air of respectability and comfort that pervades its tasteful residences. The business of the city is thriving, and its inhabitants are as pleasing in manner as their little city is attractive.

This is a noted resort for Southern families, and the inducements for them to come are *tamely put*, even when you enumerate a fine alum, sulphur and iron spring, a delicious climate, a healthful region and beautiful scenery.

RURAL RETREAT,

the highest point on the N. & W. R. R., is in a beautiful country, amid grand mountain scenery. We sniff the thin mountain air, wave our hats, metaphorically, and dash down past Atkins' Switch, by pretty farms and substantial farm houses, to

MARION DEPOT.

Here we are in the suburbs of a pleasant little town surrounded by mountains half a hundred miles from Bristol. The

middle fork of the Holston River runs by the town, and the waters are full of fish. A female college and a boys' high school are located here, and the place does a large business in consequence of the nearness of great iron fields and copper mines.

GLADE SPRINGS

is a little village from which the tourist can reach many places of interest. Washington Springs nestles among the hills two miles away. The Seven Springs, noted for the "Seven Springs Iron and Alum Mass," are two miles out in another direction. White Top Mountain, noted for its bears and speckled trout, looks from a distance down on the village streets.

From this place a branch road, ten miles long, leads out to Saltville, where are found inexhaustible supplies of salt and plaster. The salt springs, from which the former is made, are in the centre of a natural basin two miles in diameter, and one of the loveliest spots in the State. During the Civil War these springs furnished the larger part of the Confederate supply, and several bloody battles were fought for their possession.

Nature has done a great deal for the Old Dominion, but with characteristic



WHITE TOP MOUNTAIN—FROM GLADE SPRINGS

energy these southwestern Virginians have had to "have a hand in it." They have put churches in the groves, mills on the streams, barns in the valleys, colleges on the hills. They have not always improved upon Nature's work, but in many instances they have not marred it. Here, two miles from Glade Springs, is a pretty valley with a high hill in the centre, and on the top of this, as if to proclaim to the world the appropriateness of its motto :

"Mens sana, in corpore sano,"

Emory and Henry College is built. Ten miles further on the train skirts the town of

ABINGDON.

Here are several female colleges, much patronized by rich Southern families, and ably conducted by chosen professors. The town has 2,000 inhabitants

and does a prosperous business. Pretty girls are seen in the college yards, and ruddy boys with a decidedly Emory air were prowling about the gates.

From Abingdon to Bristol the road keeps in the very track of a fine valley. Only one who travels the line can appreciate its charms. Nearing the Tennessee border, you are filled with a feeling of melancholy that so soon a delightful journey through the grand old State must end. The train slows down at the depot—the bustle of another city grates upon ears so lately tuned to the melodies of mountain and valley—the cars are deserted, and our dear friends, headed by the "beloved dominie," greet us at Bristol.

"A gold and purple sunset
Flowed down the broad Moselle ;
On hills of vine and meadow lands
The peace of twilight fell."



FROM HEAT OF SUMMER'S SUN TO HOMES ON MOUNTAIN HEIGHTS.

OVER THE GEORGIA DIVISION OF THE EAST TENNESSEE, VIRGINIA
AND GEORGIA RAILROAD FROM JACKSONVILLE, FLA.,
TO DALTON, GA.

VIA

Brunswick,
Jesup.
Eastman,
Hawkinsville,
Macon,
Indian Springs.
Atlanta,
Rome.

WHILE at Jacksonville, Florida, where I was briefly sojourning after a Winter idling in the "Land of Flowers," I received the following note from my old college chum, Dr. N.:

MY DEAR PAUL: Tom is now in New Orleans, Charlie is in Memphis, and I am in New York. As we are all to meet soon in Virginia, suppose we keep a record of our respective journeys and compare notes when we meet.

Verb. sap.

Aff. yours,

N.

It must be known that I am a divinity student, hoping some day to be the incumbent of a quiet little parish; Tom is a rising young lawyer; Charlie is a merchant with ample time to travel, and N. is a doctor with a clear conscience (having as yet had no practice).

We were all under engagement to meet in Virginia, where I had hope of "a call," and the others had anticipations of many things equally pleasing to their individual tastes.

Promptly I sat down and wrote :

ENTRY I.

JACKSONVILLE, FLA.

Tremendous big hotels, crowds of people arriving by incoming steamers—rushing to departing trains—sauntering lazily along the shaded streets, welcomed by odors of the orange, the jasmine and the rose, or idly lounging on broad piazzas, a typical existence of tropical warmth and Summer leisure ; singular enough as many from the Mississippi water sheds, as from the slopes of the Northeast Atlantic. What is more interesting to me, a large portion of them are going up through Virginia, along the marvelous table land that skirts the East Tennessee mountains, backs up the blue hills of the Old Dominion and spreads out into Maryland through the enchanted valley of the Shenandoah.

ENTRY II.

Col. B., from Chicago, Mr. A., with two charming daughters, and myself, are off this morning on the Savannah, Florida and Western Railway, for Jesup, where we will disembark and run down on the East Ten., Va. & Ga. Rd., to Brunswick, visit the famous sea islands along the coast, join a party from St. Mary's, Fla., and then go North.

DUNGENESS, CUMBERLAND ISLAND, OFF THE GEORGIA COAST.

Here we are, all safe, at the historic home of the old Revolutionary hero, Gen. Nathaniel Greene. If this lovely coast is not the future resort of thousands of Southern tourists seeking novelty as well as scenic beauty, it will be from lack of appreciation of what beggars description. Embalmed in historic and traditional romances ; the rendezvous of all the fishes and plumed birds of southern skies and seas ; wrapped in seething surf ; fanned by delicious breezes ; easy of access and charming when reached, these sea islands of Cumberland, Jekyl, St. Simons and others offer great inducements for sport and recreation, and are put here by nature as ivory and green commas and semi-colons, in the flowing lines of travel from the South to the North.

ENTRY III.

Light Horse Harry Lee is buried at Dungeness ; we stood uncovered at his

grave and heard the deep monotone of the Atlantic chant his funeral dirge. What a grand old Manor this was in Colonial days. Often the American war ships cast anchor in the Sound, and such men as Elton, Finch, Madison, Fitzhugh and Richtie were landed at Dungeness to meet their warrior brethren of army fame. This whole section is full of stories and legends of Indian and Spanish invasion. These island sands, white now as snow, have been red with blood, and this glorious sunset,

"Glinting gold along an emerald sea,"

lighted often, with pitying rays, the clashing of sword, whirl of tomahawk, and swift flight of the arrow and spear.

It is pleasant to turn from thoughts of war to the quiet themes of peace. *The Cotton Gin* claims Cumberland Island as the place of its nativity. Whitney, the inventor, was a tutor at Dungeness ; marvelously ingenious, he was a great help to the "lady of the Manor" in "fixing" things that would get out of order. One morning at breakfast, when a number of gentry were present, one of them said : "If we had machinery to sepa-



THE WATER SOURCES AMONG THE GEORGIA PINES

rate the seed from the lint, cotton would be king indeed." "Mr. Whitney can invent it," said the lady. The tutor was modest and declared his inability; but after breakfast he hovered about the blacksmith shop, and soon the travail of

make a pleasing excursion through historic waters and among charming scenery.

BRUNSWICK.

A gallant craft with a jolly skipper took our party over 23 miles of Brunswick Harbor and St. Simon's Sound to this city. Brunswick is the county town of Glynn County. It is situated on the east bank of Turtle River, on a beautiful bluff of white sand elevated twelve feet above high water, and stretching up and down the river for a distance of two miles. It has a magnificent harbor, roomy and deep enough for a nation's fleet. Twenty-four feet of water on the bar, and width for a man-o-war to beat in with the wind ahead. This is the eastern terminus of the

EAST TEN., VA. & GA. SYSTEM OF RAILROADS,

which have wharves and deep water here, and to which are brought quantities of naval stores for the many ocean ships that seek this port at all seasons of the year.

ENTRY V.

"Along the shelly beach,
Where purple sun-tints toy
With shimmering waves."

I took a drive with Miss A. It was a splendid drive "along the beach at Brunswick town;" afterwards we took the cars for the junction of the E. T. & W. R. R. with our line, the E. T., Va. & Ga., at Jesup, and here, turning our faces northward, we enter the forest land of stately pines.

En route for Cleveland, Tenn., the leading cities' stations to attract our no-



THE BEACH AT BRUNSWICK.

his brain took tangible shape in the model of all the cotton gins in the land.

ENTRY IV.

The party that came up the coast from St. Mary's declare it to have been the most delightful trip of their experience. Salt water, full sails, lovely islands, white beaches, green trees, and all that could

tice are

EASTMAN,
HAWKINSVILLE,
UTACEN,
INDIAN SPRINGS,
ATLANTA,
ROME,
DALTON.

There are two ways to go North from Florida, one by way of Savannah, Charleston and the low lands of the Carolinas and Virginia; the other over the E. T., Va. & Ga. R. R., both through Jesup; the latter climbs up through the lovely park-like pine lands, through Macon, Atlanta and Rome, toward the mountains that form the backbone of Tennessee and Virginia. This route passes through some of the prettiest of Georgia villages, and affords a welcome variety of scenery to those spending the Winter season in a country

"Without a towering mountain crest,
Or a wood-crowned hill,"

and avoiding the monotony incident to homeward journeys on beaten paths, yields new views and pure atmosphere, as with each onward mile we go upward.

From Jesup, over a well-ballasted road, and in luxurious cars, you gradually ascend toward the mountains of Northwest Georgia. The woods are free of undergrowth, the grounds carpeted with a fresh green grass, and the tall brown pines made vistas, far as the eye could reach, lovely as an English park and canopied like an emerald grotto.

ENTRY VI.

EASTMAN.

This is a pretty little town of 600 inhabitants. A fine hotel stands in a park of 10 acres, separated by the E. T., Va. & Ga. Railroad from the city plaza, in which is a \$20,000 Court House, the gift of the late Wm. E. Dodge, of N. Y., in whose honor the county is named. Numbers of homeward-bound Southern tourists "stop over" here on their way to Northern and Western homes, awaiting the flight of Winter's chill from their own regions, and breathing here the balmy air, aromatic with the balsam of the pines and free from all unwholesome dampness. There are many pretty cottages and villas, with lawns and gardens, terraces and shade trees. There is a fine school at this place, and the dear little church looks prettily and modestly forth from the green trees back on the avenue

At Cochran Station a short railroad branches out to

HAWKINSVILLE.

How many pleasing scenes and charming retreats are often just off the main

line of travel. Mr. W. A. J., of the *Hawkinsville News* told me of the little city whence he came: "2,000 inhabitants; stands on a high bluff overlooking the placid Ocmulgee River; centres a fertile section; has good hotels, fine schools and a cultivated, hospitable people." He said, "Hawkinsville is the best 'lead' in the Georgia 'case' to 'space,' a line from Florida to the North." Not being a printer I possibly did not fairly comprehend, but think he meant that this was a good place to "stop over" on the way home.

ENTRY VII.

Miss A. is delighted with the changing scenery along the route. She says "there is nothing so dull or monotonous as when you pass through a country like a 'Gregorian chant'—all in flats. She sits next the window. I might have said a word about Gregorian music, for I shall introduce it in that prospective church; but we were in sight of and rapidly approaching

MACON,

lying at the head of navigation on the Ocmulgee River, with 20,000 inhabitants, in the midst of one of the most fertile sections of the State. This beautiful city presents attractions to the tourist and business man unsurpassed by any city in the South.

It has an extensive and rapidly increasing trade; is an important railway centre, and lies near the geographical centre of the State. There are here two large foundries and machine works, and many other representative industries, two cotton factories, flouring and planing mills.

The Mercer University, the Pio Nono College, the Georgia Academy for the Blind and the Wesleyan Female College occupy handsome buildings. To the latter college Mr. George I. Seney, of Brooklyn, has recently given \$125,000.

The "Central City Park" is a charming resort, with wide drives and shady walks, on the bank of the river.

Beautiful Rose Hill Cemetery, second to none in natural loveliness, looks down upon the Ocmulgee from high bluffs, crowned with monumental marble. This city of the dead is half a mile above Macon and is justly regarded by tourists as among the loveliest cemeteries in the Union.

Vineville is a pleasant suburban retreat, a mile from the city, noted for its pretty houses, gardens and lawns. Many Indian mounds are seen along the romantic river banks, and an old Indian fort is a place of interest.

But Macon has no attraction comparable to that found in the charms of her cultivated and courteous society; once under this influence you can never forget the Queen City of Central Georgia.

ENTRY VIII.

Going north from Macon to Atlanta, you have time to prepare for the surprising contrast between the two cities. A contrast favorable to both, as serving to mark distinctive characteristics of each. One a typical Southern city, growing slowly but surely, its culture, business, public buildings and institutions keeping steady and equal pace; the other new, vigorous, alert, looking not backward, but ever onward, and assuring itself of all the conditions essential to a prosperous future.

ATLANTA.

In 1842 there were not more than half a dozen houses where Atlanta now stands. In 1847 the city was incorporated, with a population of five hundred. In 1860 it had ten thousand souls. In 1864 it was almost totally destroyed by fire. In 1880 it had a population of 40,000, and perhaps, now 45,000. To the eye of the visitor the city has a new and eminently modern appearance.

It has some of the finest business houses and public buildings in the Union; has many handsome residences scattered along ranges of pretty hills, and is blessed with first-class hotels and a Grand Central Depot.

It is said that Atlanta has more than forty churches, is doing more than sixty-five million dollars of business and receives over a hundred thousand bales of cotton yearly.

Here are many places of interest in and near the city, and the visitor can choose, as a means to reach them, between comfortable street cars and the universal "hack."

Extensive lines of railway reach out from Atlanta in every direction, bringing in trade from all sections of Georgia and the South.

ENTRY IX.

The E. T., V. & Ga. R. R. has, within a year, completed and equipped a line of railway from Atlanta to Rome. This road runs through a beautiful and fertile section, once the home of the famous Cherokee Tribe of Indians, and romantic as the territory whence came the charming legend of the "Cherokee Rose."

ROME

is an enterprising little city, containing, with its suburbs, between seven and eight thousand inhabitants. One seldom sees prettier scenery than that which meets the eye from the top of Myrtle Hill. Just at its base the Etowah and Oostewah unite their streams and roll their mingled waters as the Coosa toward the sea. At the junction of these rivers lies the pretty city, with fair homes, good hotels, first-class stores, excellent schools and that charming little church, mine in dreams, alas! in dreams alone.

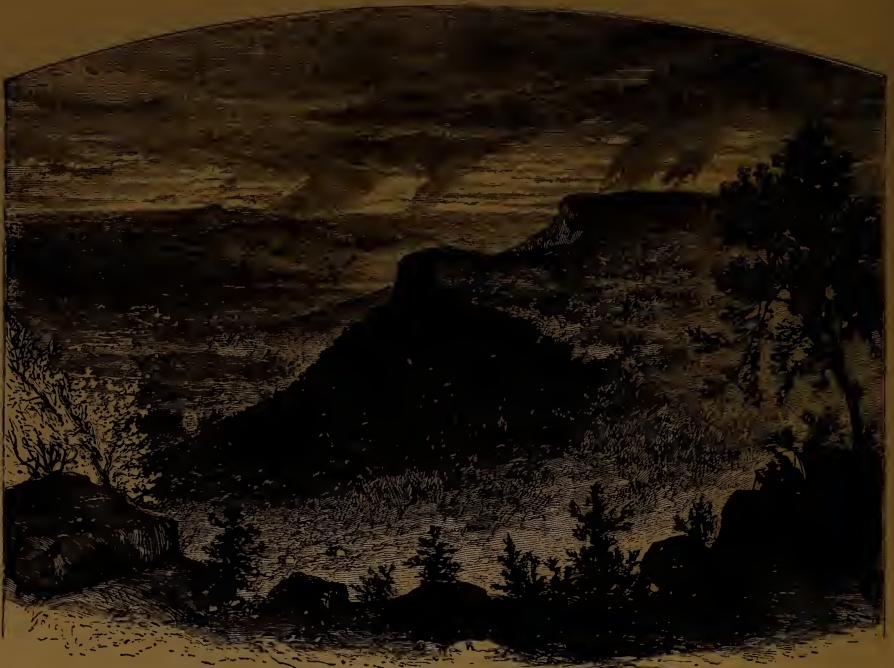
To-morrow, "Tom" will join me here, and together, we will climb up the table land toward Dalton and Cleveland.

Tom came in on time, out of Alabama, over the Alabama Division of the East Tennessee, Virginia and Georgia Railroad from Meridian, Miss., which point is the southwestern terminus of this railway system, which stretches its iron arm from Hagerstown Md., to Cleveland, Tenn.; and from thence its steel fingers to Memphis in the west, to Meridian in the southwest, to Brunswick and Jacksonville in the southeast. Together we sped onward through the picturesque mountain region of Northwest Georgia. This is one of the loveliest sections of the State, and being comparatively a *terra incognita* to tourists, is worthy a fuller description than my journal can give.

Rapidly we climbed up among the hills, whose tree-crowned tops were glowing in the rich morning sun, and whence came the delightful, invigorating breezes that make this section famous as a pleasure and health resort. Passing through lovely valleys, along dashing streams, by healthy villages, we swung into the enterprising town of

DALTON.

The original name of this place was Cross Plains; but it was changed in 1846 to Dalton, in honor of a Vermont gentleman of that name. It is situated in



THE PLATEAU AT CLEVELAND, TENN.

the rich valley of the Connesauga River. Near by are several of the celebrated mineral springs. The famous Cohuttah Springs, and the no-less noted Catoosa, bubble up their health-giving waters amid wild and picturesque scenery.

Dalton is a growing place and boasts of about 3,500 inhabitants. It does a business of more than a million dollars; has seven prosperous churches, two colleges and two fine hotels. Board is obtained at reasonable figures and the living good. The place is an exceedingly attractive one.

We pushed on—through Cohuttah, Varnells, State Line, Blue Spring—to

CLEVELAND, TENN.,

where—well up on the magnificent plateau, rising alongside the finest mountain ranges east of the Mississippi—we waited the coming of our companions from Memphis and the Southwest.

Here will we rest until Tom and Charlie have read their journals; then together we will speed northward toward the Old Dominion.

FROM MEMPHIS TO CLEVELAND, TENN.,

ALONG THE MEMPHIS AND CHARLESTON RAILROAD DIVISION OF THE
EAST TENNESSEE, VIRGINIA AND GEORGIA ROAD.

VIA

Grand Junction,
Corinth,
Tuscumbia,
Florence,
Iuka,
Decatur,
Huntsville,
Stevenson,
Chattanooga.

MEMPHIS, on the east bank of the Mississippi River, is the chief city of Western Tennessee. Its streets are broad, regular and lined with handsome buildings. In the centre of the city is an exquisite little

park, filled with delicate foliage, the home of numberless tame squirrels, and the resort of well-dressed ladies and pretty babies. Since the epidemic of yellow fever in 1878 the City Government has sought, and secured perfect drainage and cleanliness, and the death rate is no higher than that of any city in the valley of the Mississippi.

Eastward, through the Tennessee valley, runs the Memphis & Charleston Railroad, now under lease to the East Tennessee, Virginia and Georgia system, under whose management Memphis is put in direct communication with Norfolk in Virginia, to whose deep water she sends annually many thousands of cotton bales for transportation up the coast, and across the Atlantic.

AT GRAND JUNCTION,

the M. & C. R. R. crosses the Chicago, St. Louis and New Orleans road, and dips toward the south to pass into and through the extreme northeast corner of Mississippi.

CORINTH

is the junction of the line with the M. & O. R. R. It is a place of importance, having good hotels, pleasant society and a prosperous business. One hundred and fifteen miles from Memphis, and not far from the point where the road crosses into North Alabama, is

IUKA STATION,

A hospitable little town of 1,000 souls. It is noted for the fine iron and

sulphur springs, which are conveniently located in a shady grove adorned with pleasant walks, rustic seats and the modern "et ceteras" of a popular resort. Iron and sulphur predominate, but other medicinal properties are to be found. The waters are cold and agreeable to the taste. Remarkable cures have been effected. The waters are so well known and appreciated, that they are shipped to various points.

The hotel and grounds have, by their present owner, been remodeled, refitted, and made first-class in every respect. A number of neat cottages added. Bath rooms, bowling alley; billiards, etc.

Taking the Tennessee State line as the "string," the M. & C. R. R. forms a graceful "bow" entirely across the Northern portion of Alabama. Gradually and gracefully it curves from its entrance in the northwest to its exit in the northeast, the arch being equi-distant from these points. There are some handsome and thriving towns along this bow; and the Tennessee River, with its beautiful valley, join with vast stretches of forest, grand mountains, noisy rapids and plunging waterfalls to excite the imagination, kindle the fancy and feed the curiosity of the tourist who is so fortunate as to travel over the line.

TUSCUMBIA,

with its miraculous spring, sits quietly upon the line of travel and invites to rest or recreation. This spring is noted as the largest in the South; it discharges 17,000 cubic feet of clear cold water every minute. Five miles away from Tuscumbia is the pretty town, Florence, the site of two flourishing colleges and the home of great cotton-spinning establishments.

BAILEY SPRINGS, ALA.,

is situated in Lauderdale County, Ala., nine miles from Florence. These well-known springs are five in number, viz.:

rock, brick, alum, soda and freestone, all having different medicinal virtues.

The rock and the brick springs are those that have achieved a world-wide

eruptions of the skin and chronic sore eyes. For most diseases of the kidneys they are considered a specific.

The accommodations at Bailey are



THE SCENERY NEAR MEMPHIS.

reputation in the cure of certain diseases, foremost among which are dropsy, scrofula and dyspepsia. They are also wonderfully beneficial in cases of nervous debility, anæmia, female weaknesses,

ample for three hundred guests, and are first-class in character and appointments. The proprietors provide abundantly for the amusement and entertainment of their visitors in the way of ten pins, bil-

liards, music, archery, and a well-served ballroom and parlor. A beautiful little river, known as Shoal Creek, brawls along its rocky bed, within half a mile, affording abundant sport to those who know how to fish for black bass.

The table is supplied with the best of country fare, including wine and grapes from the large vineyards of the proprietors.

Daily mails, prompt transmission of telegrams, easy coaching, pleasure boats and good horses and buggies are provided. Terms to suit the times.

sent a green-coated vidette, "Monte Sano," to overlook the town. The "Reports" make Huntsville the second healthiest military post in the U. S. A big spring bursts out of a rock bluff, 70 feet high, and supplies the city with water 60° degrees Fahr., cold. Here are two female colleges, large public schools and a colored Normal College. Five turnpike roads lead into the surrounding country, which is rich in farming lands and attractive in mountain scenery.

Charming indeed, is the scenery, as whirling past pretty towns, big planta-



LOOKOUT MOUNTAIN.

The "arrow notch" of this great railroad "bow" is

DECATUR,

where the L. & N. R. R. crosses our track, and where the "shoally Tennessee" sings in soft love notes to the modest rock-flower, or growls in angry bass against its banks, and high up against the spanning bridge.

HUNTSVILLE,

with 6,000 inhabitants, is beautifully situated at the base of the Cumberland Mountains, which picturesque range has

tions, green valleys and shaggy mountains, the train climbs up the grade toward its exit into Tennessee.

AT STEVENSON'S

the Nashville & Chat. R. R. comes in search of a passage through the apparently impassable mountains. The beauty of the great mountain ranges here is indescribable. Everywhere nature has thrown out barriers, and barred with a hundred mountains the entrance to her favorite retreats.

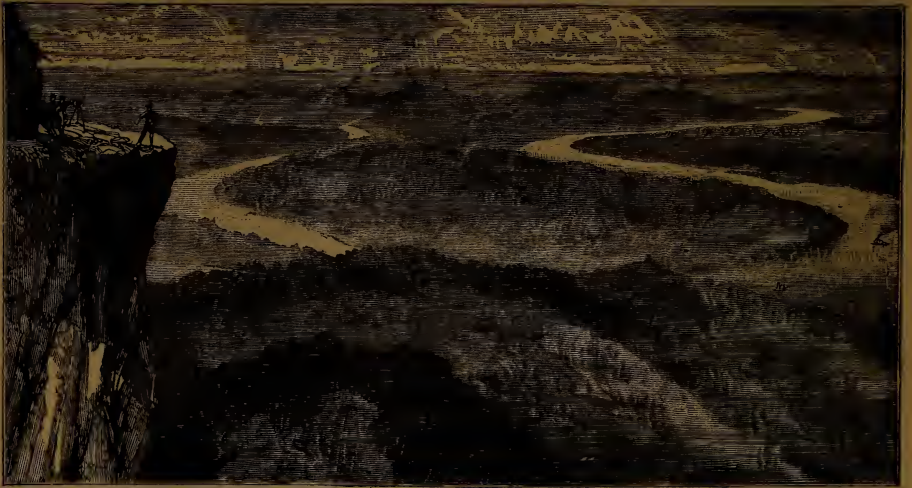
Up the Tennessee valley, the "garden spot" of the South, feasting your eyes

upon the natural loveliness around, breathing a balmy air, listening to the chant of waterfalls and at peace with all the world, you hurry on to where three States shake hands across their borders. At (Gray's?) Station you say "good-by" to Alabama, "bow" to Georgia and "how-de-do" to Tennessee.

CHATTANOOGA, TENN.,

is the eastern terminus of the M. & C. Div. as well as the western terminus of the E. T., V. & Ga. R. R. It has a population of 15,000 people, and is growing as if to be great was its only mission in life. The natural gateway of the South, it centres five trunk lines of

"Lookout" Mountain, or from the humbler "Mission Ridge," upon the lovely valley with its majestic river and lordly ledges, one cannot repress a fact that some day all these natural beauties will be hidden under the smoke from the many furnaces which will be erected in honor of the "iron god." For it is to be a city of rolling mills and foundries, giant in its traffic, and inhabited by thousands of hard-handed, brawny-armed artisans. There is hardly a county in Eastern Tennessee where the resources to naturally make Chattanooga a commercial centre do not abound. No city in the Union presents at once greater attractions to the business man



VIEW FROM LOOKOUT MOUNTAIN.

rails, lies in the very midst of rich coal and iron beds, has an immense navigable river at its feet, and defies competition with any city of its size in the land. Operating as the distributing point for the whole river-valley, and, indeed, for the far South, the city crowds her storehouses yearly with corn, wheat and bacon, brought hundreds of miles from Kentucky, Virginia and North Carolina. All through the season the river is crowded with rustic craft of all kinds; and the jolly raftsmen who have been for months in the forests, and have drifted down stream on broad platforms of pine logs, make merry in highways and byways. The surroundings of Chattanooga are of the most romantic beauty, and in gazing down from the world-renowned

and tourist than does Chattanooga. To the former it is the future home of marvelous industry and great wealth; to the latter it is the charming centre, from which in every direction, and within easy reach, are the most beautiful and attractive natural scenery and phenomena.

Lookout Mountain, towering 2,600 feet above the river, rises in majestic grandeur a few miles southwest of the city. It was on its steep and rugged declivity, fronting the city, that was fought the "Battle among the Clouds."

Our view from Lookout was an auspicious one. Before us lay the delicious expanse of valley with all its adornments, and the winding Tennessee, freshened by a gentle breeze, glistened like a huge necklace of diamonds in the sunlight.



MISSION RIDGE.

Beyond, northward and westward, were the forest ridges, where the mountains seemed to have been split asunder by some convulsion of nature. Southward, past broad and quiet vales, richly cultivated, were the tree-crested ranges of Georgia.

An unexplored cavern, deep under the hills; the famous "Blowing Spring;" silvery "Lula Lake" with its veil of sheeny waterfalls; "Rock City" with its giant statues, sculptured by the storms and lightnings; hundreds of mossy dells, leaping cascades and fretful moun-

tain streams, invite the adventurous tourist, with stout "Alpine stock" and steady nerves, while they charm those less eager or less able to strive with nature for the secrets she has locked and guarded in mountain fastnesses and ragged dells.

Leaving Chattanooga, we pass under Mission Ridge, follow the windings of picturesque Chicamauga Creek, and pursuing our journey, come at last to where, amid wild mountain scenery, and beside clear mountain streams, lies the little city of Cleveland.

FROM MERIDIAN, MISS., TO DALTON, GA., OVER THE ALABAMA DIVISION OF THE EAST TENNESSEE, VIRGINIA AND GEORGIA RAILROAD.

VIA
Demopolis,
Marion Junction,
Selma,
Montevallo,
Calera,
Shelby Springs,
Talladega,
Oxford,
Anniston,
Jacksonville,
Cave Springs,
Rome,
Dalton.

THE things to be considered between two points of railway travel are, "the most direct route" and "the most attractive scenery."

Even the business man, hurrying across a given territory, will have consideration for the latter claim, and the tourist cannot resist the appeal of the former.

THE ALABAMA DIVISION OF THE EAST TENNESSEE, VIRGINIA AND GEORGIA offered both inducements to me when, on my way to meet friends in the Tennessee Mountains, I was briefly sojourning in

MERIDIAN, MISS.

This city, the Southeastern terminus of the above-named railway system, is a stirring business place, and the centre of numerous railroads. Southward from this point are Mobile, New Orleans and Galveston; westward are Jackson, Vicksburg and the Mississippi Valley towns; northward are the sections of Western Tennessee and Ohio. The county, of which Meridian is the county town, joins Alabama; through which State, across the cotton belt and the mineral section, run the railways once known as the SELMA & MERIDIAN and SELMA, ROME & DALTON, now united under the management of the E. TENN., VA. & GA. system

DEMOPOLIS,

Situated upon a high limestone bluff, overlooks the "Tombigbee" River and holds direct steamboat connection with Mobile. It is a pleasant little town on the edge of the great "cane-brake" section of the State, and, being the natural outlet for much of this fertile region, it ships great quantities of cotton bales by river and by rail.

The soil of the Alabama cotton belt is inexhaustibly rich. With anything like decent cultivation it will grow corn and cotton as long as will the soil of Egypt. Nearly a million bales, or one-fifth of the whole crop of cotton for the United States, was produced in this State in the year 1880.

The vast cotton plantations, spreading out on every side, present a curious interest to one accustomed to the small, well-cultivated fields of the North and East. The picturesque "rail-fence," covered with twining "morning glories," wet in the early dew; the distant "manor house," embowered in groves of oak and hickory; the long line of cabins, with their patches of garden and ornaments of glowing "sunflowers"—constitute a picture seen only in this far Southern land.

MARION JUNCTION,

A pleasant little town, has a branch road running out to Greensboro. This is a pretty



THE CRESCENT CITY.

inland city with good society, fine schools and a well-supported college. All these cane-brake towns were settled by rich planters, and were the abodes of much refinement and luxury. Many of them are now stirring, active, business centres, with handsome residences, good churches, and universally fine schools.

establishments, and excellent commercial facilities; two cotton presses, oil mill, cotton factory, and excellent public schools. It has many elegant residences, good hotels, handsome churches, and does a splendid business.

The typical Southern city home is seen here. Large two-story houses,



ON THE ROAD TO CALERA,

SELMA.

This city, the centre of a large corn and cotton section, has five lines of railway and ten thousand inhabitants, and is situated on a beautiful plateau of the north bank of the Alabama river, two hundred miles above Mobile. It is eligibly located where the healthy pine region touches the eastern part of the black cotton lands. It receives annually about one hundred thousand bales of cotton. It has several manufacturing

with wide hall ways, and broad verandahs, set well back in large yards filled with shrubs and flowers. The kitchen, servants' quarters, stables, and "chicken house," occupy separate portions of the *whole square* devoted to the uses of one family residence.

THE RIVER SYSTEM OF ALABAMA is one of the noblest on the continent, it comprehends the Tennessee, the Alabama, the Tombigbee, the Black Warrior, the Coosa and their tributaries.



AN ALABAMA COTTON FIELD.

The interior of the State has easy outlet through these waters, with the deep waters on the Gulf.

The Alabama river at Selma is the western boundary of the black cotton belt, and the eastern line of the immense pine sections that stretch away toward Georgia.

The railroad perceptibly ascends toward

CALERA,

the junction of the E. Tenn., Va. & Ga. system, with the L. & N. R. R. The great coal fields of the State, underlying vast sections of her territory, begin to crop out along the line. Mineral springs are found nestling among the hills, advance guards to the main army of health resorts that bivouac higher north among the mountains.

SHELBY SPRINGS,

an old-time watering place, with many natural attractions, is passed after we leave Calera. Once a famous resort, it even now claims an honorable respect for past memories and present worth.

TALLADEGA,

an interesting town of 2,000 inhabitants, is finely situated in a charming valley of that name, among the spurs of the Blue Mountains. It has a large female college, and is the site of the State Institute for the deaf, dumb and blind.

In its immediate vicinity are several celebrated watering places.

THE COOSA OR TALLEDEGA SPRINGS, at the base of the Hillobee Mountains.

THE SHOCCO SPRINGS, almost in sight of the town.

THE CHANDLER SPRINGS, twelve miles away. These attractive resorts are enlivened during the Summer by the presence of many Southern families, who do not choose to go further north to seek what they have in their own beautiful land.

BEAUTIFUL BLUE MOUNTAIN, with its clear rippling streams, its sun-kissed peaks, its lovely valleys and wooded foothills, bounds the horizon and melts into green meadows at your feet. Chocco-locco Valley wears, as a pretty pin upon its bosom, the little town of

OXFORD,

where is a fine college and several manufacturing establishments.

About one hundred and thirty miles from Selma, in the very heart of the coal and iron section of the State, is

ANNISTON,

founded by the Woodstock Iron Company in 1872—a marvel of beauty and order. The buildings are symmetrical and permanent, streets well graded and broad, sidewalks shaded and ornamented with water oaks. The two iron furnaces are each of six thousand tons capacity, and have been worked since 1872. It has a cotton factory of five thousand spindles and one hundred and sixty looms—a magnificent fire-proof structure of three and one-half stories. The town has first-class flour mills and excellent waterworks, all the property of the Woodstock Iron Company. The palatial residences of its officers, handsome cottages for employes and substantial business houses bear testimony to the pluck and genius of its founders and the judicious investment of their capital.

JACKSONVILLE

is an attractive town, situated on the slope of the Blue Mountain, amid grand and picturesque scenery. This is one of the healthiest spots in North Alabama, with divers mineral springs, consisting of pure chalybeate, white sulphur, red sulphur, cold freestone and limestone waters. within easy drive by livery.

CAVE SPRING, GA.

Not far over the Alabama line, up among the hills, is this happy retreat. Here is a bold spring of clear, cold water, and, fifty steps above, a huge cave burrowed under the mountains. These curiosities, together with mountain scenery, fine fishing, excellent climate and hospitable inhabitants, make it a popular place for the tourist, and an enviable home for the resident.

Sixteen miles away, where the

GEORGIA DIVISION OF THE E. TENN.,
VA. & GA. R. R.

taps the line from Meridian to Dalton, is Rome, Ga. Here the "dear parson," doubtless, rested a spell, and put in his

journal all that space allowed, both of the "Seven Hilled City" and of the country thereabout.

Through Dalton to Cleveland, where I shall meet friends. I have briefly summarized a trip, pleasant to the traveler, attractive to the tourist. Through a splendid country, rich in minerals, teeming with rivers, covered with valuable forests, the very cream of cotton and corn lands, the E. Tenn., Va. & Ga. R. R. sweeps from the plaza of the Tennessee Mountains toward the Mexican gulf and the Texan prairies. Coming North from the one, or going South from the other, you will find this the direct route, and see much more than has been pointed out by
"Tom."

FROM CLEVELAND TO BRISTOL, TENN.,

OVER THE TENNESSEE, CAROLINA AND OHIO DIVISIONS OF THE EAST TENNESSEE, VIRGINIA AND GEORGIA RAILROAD, INCLUDING A PORTION OF WESTERN NORTH CAROLINA.

VIA

Charleston,
Riceville,
Athens,
Sweetwater,
Loudon,
Knoxville,
Strawberry Plains,
Mossy Creek,
Morristown,
Warm Springs,
Asheville,
Greenville,
Jonesboro,
Johnson City,
Bristol.

"ARISE, my soul, arise!"

So chanted an ebony-hued daughter of Ham as with a pail of water balanced on her head she trotted along the street in

CLEVELAND, where three contented tourists were strolling along in the "last-half" of a lovely afternoon.

"That's inspiration," said the young lawyer; "have we not climbed up, body as well as soul, from the level pine woods of Mississippi; the gulf-sands of Alabama, and the salt marshes of Florida; and don't we stand now upon the grandest plateau in America—the table of the gods, spread from Maryland to the far Southwest, upon whose groaning board are the finest mountain scenes, the choicest valley vistas, the richest and most picturesque views that Nature's market affords!"

"Is not that one of the loveliest little churches you ever saw?" interrupted the divinity student. "And see how beautifully the sun shines over the steeple and glows on the distant Chilhowee and Unaka Mountains."

"This is a handsome town," added the commercial man, "it's opera house, public square, and elegant residences attest thrift, energy and taste."

Having thus given utterance to sentiments awakened by present surroundings and the journeys just accomplished, let us briefly review the territory which our travelers are about to traverse.

ITS TOPOGRAPHY.

Following the general course of the Appalachian system of mountains, which

begin in Canada and extend through Vermont, New York, Pennsylvania, Maryland, Virginia, North Carolina and Tennessee, they run in the same general direction through East Tennessee, enclosing the valleys of the Tennessee, Holston, and their tributaries, as with great walls; the lofty Unaka ranges on the south, the less lofty but equally interesting Cumberlands on the north, and between these great mountain ranges are innumerable other mountain ridges and hills, many of them attaining a great height, and all running in the same general direction. Between these parallel ranges and ridges are many beautiful and fertile valleys, streams and rivers of considerable magnitude; equal to the Rocky Mountains at many points in rugged grandeur, they excel them in beauty; the ranges on the southern side of the great valley attain a great height, have the most beautiful mountain tops in the world, and are either carpeted with grasses or covered with numerous varieties of ferns, mosses, or with the mountain laurels, spruces, balsam, and the rich red rhododendron and azalias.

The Cumberlands on the northern side of the great valley are less lofty and attain a mean elevation of 2,000 feet above the sea; they rise from a valley a thousand to fifteen hundred feet above the sea, lift themselves almost perpendicular a thousand feet or more, and on the tops we find for miles in all directions a level plateau thickly studded with large trees, almost destitute of undergrowth, and covered more or less with grasses. The Cumberlands abound in fossils, and on its rocks are found abundant imprints of vegetation that existed ages ago.

The valleys between these great mountain ranges are washed by numerous streams. At the Virginia line East Tennessee has four parallel rivers:

Powells, Clinch, and the north and south forks of the Holston; the two latter unite, and receive on their way southward the Watauga, the French Broad and its tributaries, the Nolachucky and Pigeon, rivers of themselves; these form the Tennessee about four miles east of Knoxville. The French Broad demands more than a passing notice. This great and beautiful mountain river rises in North Carolina, runs northward through the great mountain ranges, cutting great gorges unequaled

northern side of the valley are the Clinch and Powell rivers, and a few miles from Chattanooga the Tennessee is increased by the Hiwassee, a mountain stream of great beauty; one of its tributaries, the Ocoee, is fed by never-failing mountain springs, and furnishes abundant water power; it falls nearly a thousand feet in fifteen miles. The great peculiarity of these rivers is that they seem to avoid confining their course to one valley, but cut abruptly the highest ridges, leaving, apparently, their most favorable route



THE SCENERY OF THE FRENCH BROAD.

for beauty or grandeur on this continent; it confines itself to no valley, and seems to find delight in cutting through the rocky base of the Unakas, which attain a height of 5,000 feet on each side of the river. The new connection with the Carolinas runs for more than fifty miles along this river, crossing it frequently on substantial bridges, and giving full and magnificent views of its unrivaled scenery.

The difficulty of access to this region has only deferred its reputation for scenery which will become national when it becomes known. On the

and cutting through rocky barriers hundreds of feet in height. The fall of the Holston from the Virginia line and and the Watauga from North Carolina to Chattanooga is each about 1,500 feet.

Mr. H. E. Colton, of Knoxville, thus theorizes in regard to the effect of the peculiar topography of East Tennessee upon its climate:

"It is evident from the general topography and geographic features of East Tennessee, that it is a great trough with a corrugated bottom; one end is elevated to twice the height of the other end.

Referring to the elevation given, it may be seen that from an elevation of 675 feet at Chattanooga, it passes through Knoxville at an elevation of 900 feet, and rapidly rises to 1,734 feet at Jonesboro. While these are the elevations of the track of the East Tennessee, Virginia and Georgia Railroad, the surrounding

elevated to a climatic position the equivalent of Indianapolis. But it is truly entitled to a more northern range in Summer, and a more southern one in Winter; while Knoxville, though only 250 feet higher than Chattanooga, has a much cooler Summer, and nearly the same Winter climate.



MOONLIGHT IN THE UNAKAS

country has much higher points, the area of Knoxville having an average elevation of over 950 feet.

"It is an established theory of meteorology, that, every 310 feet of elevation is equivalent to a degree of north latitude; hence, Bristol, being not only 100 miles north of Chattanooga, but also 1,200 feet higher, is meteorologically

"We account for this as follows: the valley warms with the sun during the day, and the air ascends northeastward to the higher upper end of the great trough, and to the tops of the high mountains on either side. When night comes it is reversed. The cool air comes down through the valley, and from the summits of the mountains,

equalizing the temperature, cooling the valley, and producing wind currents to the southwest. These cease usually about three o'clock A. M., which produces a calm before daylight. This current operates from beyond Bristol into Alabama, but has its greatest force and action about Knoxville. It makes it impossible for more than three or four excessively hot or cold days to exist in

a night temperature, as high as seventy-five degrees was only reached once, and that on the 12th of September of last season, when the observer reported seventy-six and four-tenths degrees.

"It is universally conceded that malaria cannot thrive unless the continuous temperature, day and night, for weeks, exceeds eighty, or at least seventy-five degrees. The usual temperature of up-



THE SHORES OF THE TENNESSEE RIVER.

succession. The malarious atoms from the extreme South are met and purified by the rare air from the mountains, and makes the existence of malaria in this region impossible—even the lightest forms of malaria, chills and fever, being almost unknown, and exist only temporarily when brought from other regions. It is worthy of note, that, although for many years the United States Signal Service Observer has recorded the temperature of Knoxville day and night,

per East Tennessee, at night, rarely exceeds sixty degrees, and usually goes below it. This cool air at night, together with the constant moving of heated air through the day, creates a Summer climate, unsurpassed for health and comfort in the world."

ITS GEOLOGICAL FORMATION.

The mountains on the Carolina border are metamorphic slates. Next to them is a series of ranges, which are composed

of a peculiar character of slates and conglomerate rocks. Next the Chilhowee range, with its peculiar sandstone, named Potsdam, from a mountain of that name in New York ; the valley proper is an alternation of smaller valleys and ridges, the former almost invariably limestone, though sometimes slate ; of the latter, black oak, chestnut and copper ridges, are composed of a formation, called by Professor Safford, the Knox dolomite, which has been decomposed, thus parting with its lime, and leaving particles of flint scattered over the soil. The valleys contiguous are usually of slates

ITS MINERALS.

The mineral wealth of East Tennessee compares favorably with any State in this country. While it contains a great variety, including almost all the known metals, it abounds in the most useful of them, as iron, copper, zinc, coal, etc. In that part of the Appalachian chain bordering Tennessee on the east, and running through Western North Carolina, large amounts of magnetic and specular iron ores have been found in several localities, situated so that their outlet must be through East Tennessee.

In the East Tennessee Valley, between



CUMBERLAND GAP, NEAR MORRISTOWN.

of the same formation, or of Niagara limestone.

Pine Ridge (called White Oak), near Ooltewah, belongs to the Niagara period, and are the same rocks as are found at Genesee Falls. Along the southern side of the mountain is found a very persistent bed of iron ore, known in New York as the Clinton ore. The valley on the southern side of this ridge is partially composed of sub-carboniferous limestone, and, at some points, shows a considerable width of black slate.

The Clinch Mountain is capped with a different sandstone, but has a similar valley at its southern base. The gray and red knobs are irregular masses of slates and limestone.

the Appalachian and Cumberland mountains, are several ridges containing great quantities of iron ore, mostly brown hematites, but occasionally red hematite, of excellent quality. Especially deserved to be mentioned is the Chilhowee Mountain range, where the quantity of brown hematite is very great. Fossiliferous red hematite occurs in several places, but most abundantly at the base of the Cumberland Mountain, where this iron ore has been the main source for the manufacture of iron on a large scale for many years.

The copper region, as far as known, is confined to a small scope of country within Tennessee, a part of Polk County. The mines have been worked exten-

sively, but are by no means exhausted. They are located in a beautiful basin, surrounded by mountains, and are well worth a visit, even to the mere tourist, for pleasure. The road up the Ocoee affords some of the wildest and grandest scenery to be found anywhere.

Zinc ore is found in considerable quantities; it is shipped in large quantities to New Jersey, but principally to Clinton, Anderson County, Tenn., where are extensive smelting works. It is mined near Mossy Creek, also on Clinch and Powells Rivers.

Lead is found in numerous places near Jonesboro, Leadvale, on the French

in time to catch the flush of a glorious daylight that swept silently and heavenly over the hills and valleys that repose upon this peerless plaza, whose northward end goes to sleep in the sunny vales of Maryland and Pennsylvania, Charleston and Riceville, at peace with all the world, saluted us with a smile of quiet beauty, and we, passing with a mutual civility, pulled up at

ATHENS.

One of the liveliest newspapers in the valley, the *Athens Post*, is published here, and its genial editor said this about his charming little city:



SWEETWATER VALLEY.

Broad River, Sweetwater and Chatata, but not developed to any great extent.

Gold has been found on Coco and Abrams Creek and other places.

Other minerals, such as manganese, barytes, ochre, etc., are found in various places in East Tennessee. Mica is extensively mined at Bakersville, North Carolina, near the Tennessee State line.

Marble quarries are worked extensively at numerous points, but principally near Rogersville, Whitesburg, Knoxville, Concord and Blue Springs. The beauty, variety and quality of East Tennessee marble is creating a demand equal to all the resources of the quarries.

The train pulled out from Cleveland

“She has the most genial climate of the earth; the most substantial court house in the State, the Wesleyan University, Athens’ Female Seminary, seven churches, cotton mills, woolen and flouring mills, and the prettiest girls under heaven’s blue dome. In short, we are a God-blessed set, worshipping under our own vine and fig-tree, hanging the latch-string on the outside, and inviting the world to come and enjoy with us our happiness.”

Sixteen miles from Athens, over a fine mountain road, are the celebrated

WHITE CLIFF SPRINGS,

three thousand feet above the sea, and from this aerie in a pure and invig-

orating atmosphere, it looks down upon landscapes of surpassing beauty.

Midway between Chattanooga and Knoxville, located in a grove of large oaks, in the heart of a lovely valley, redolent with clover blossoms and surrounded with bold, dashing springs, is the pretty town of

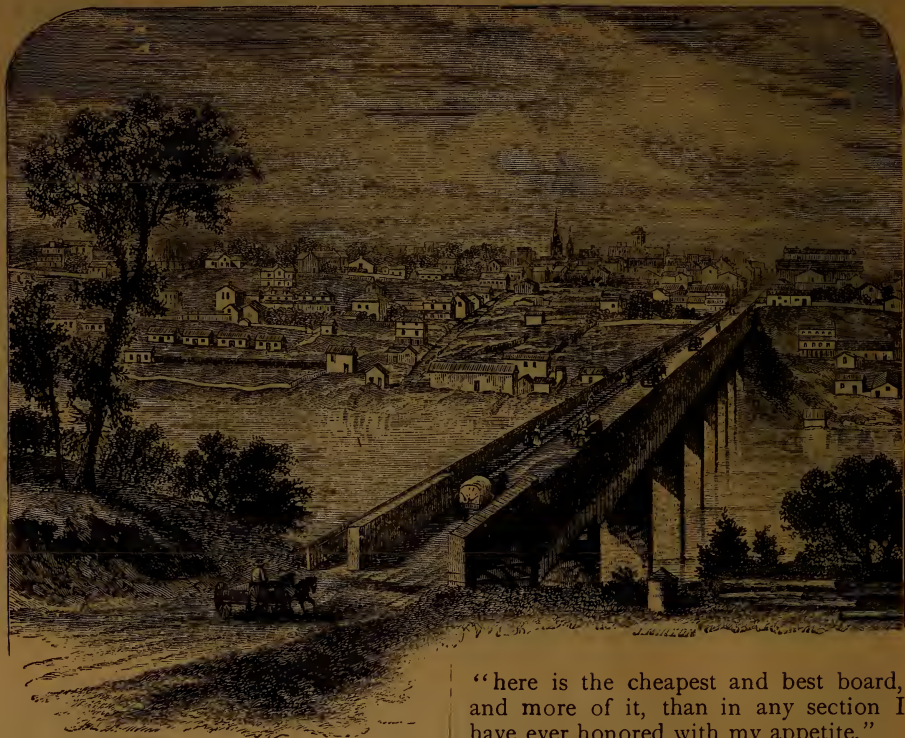
SWEETWATER.

Sweetwater Valley, called in Cherokee music, "Umercanass," is known far and

bordered river and wakes the echoes in the valleys as it bears you away to Kingston, at the mouth of the incoming Clinch.

"I should like to have my church somewhere along this beautiful Tennessee Valley," said the "dominie." "The people are too happy and contented for me to locate among them," responded the disciple of Blackstone.

"I'll tell you from a commercial point of view," said the third friend,



KNOXVILLE, TENN.

wide for its entrancing beauty, and for the inexhaustible fertility of its loamy soil.

Situated on a grand bend of the Tennessee, commanded by lofty hills, is the town of

LOUDON.

A splendid Howe-truss bridge, 1,800 feet long, spans the river, and rugged hills, fertile farms and grassy knolls seen from it in every direction attest the claim of this place to be ranked with the most attractive in the State. A bustling steamer plows the bosom of the hill-

"here is the cheapest and best board, and more of it, than in any section I have ever honored with my appetite."

KNOXVILLE

is a flourishing city, with 15,000 inhabitants; handsome residences, fine public and private schools, a white marble post office, several State institutions, the Tennessee University, and a climate the perfection of healthfulness. The view from the grounds of the university is remarkably fine. The peaks of the Cumberland, the Clinch and the Smoky are in the distance, and, five miles east, the lovely French Broad River empties its dancing current into the Tennessee.

Knoxville dates back into the second half of the eighteenth century, and has

an interesting history. Its site was originally a fort, built for the protection of settlers against the Cherokees.

The city is the centre of numerous health resorts—Montvale Springs, Lea's

Jellico, on the Kentucky State Line, and a connection with the Louisville and Nashville Railroad. This road feels its way through a lovely section toward the distant Ohio. It pierces the heart of a



SUMMERING ON THE FRENCH BROAD.

Springs, Mount Nebo Springs—all popular places, and resorted to by many people from the extreme South.

From Knoxville the Knoxville and Ohio Division of the East Tennessee, Virginia and Georgia Railroad leads to

country untramped by the tourist, unseen by the artist. Here is an independent "reserve" for some enthusiastic explorer.

Shortening transportation distances between the West and the Southeast—



THE RAPIDS—FRENCH BROAD RIVER.

over previously established lines—from 100 to 250 miles, this newly completed line will, henceforth, prove a most potent factor in Southern railway service, and supply a channel of communication long and greatly needed.

Almost along the line of railroad, as we speed toward Morristown, ran the "great Cherokee war trail" eighty years ago. How quiet and peaceful now is the region once terrorized by the war-whoop, and devastated by the torch and tomahawk?

On every side are the well-kept fields of wheat and corn; the orchards of apples and peaches, the meadows of grass and clover, the tree-hid farm houses, and, the "dominie" adds, "the dear little churches, like pious nuns at prayer."

We pass by Strawberry Plains, New Market and Mossy Creek—this last place has a river all its own. The stream on which it stands is only four miles long, yet it comes with such power from its sulphur spring as to turn the wheels of twelve mills and factories.

A DEFLECTION INTO WESTERN NORTH CAROLINA.

MORRISTOWN, TENN., TO WARM SPRINGS,
N. C.

This with its 2,000 inhabitants, is

destined to become one of the most important along the line of the E. Tenn., Va. & Ga., for from it branches the Morristown division of this road, on its way through lovely Tate Valley to the Switzerland of America—Western North Carolina. Formerly hundreds of miles of circuitous travel brought you to where the Clinch, the Smoky and the Unaka Mountains lift their giant heads and play "kindergarten" with granite blocks carved and painted by eternity. Now a deflection from the main line between North and South, and you soar up in a few hours to where the grandest hills on the continent have met in titanic conclave, each waited upon by valleys lovely as smiling hours; forests dark and serried like armies; waterfalls and plunging rivers like fleet-footed Hermes, each blazoned with golden sun, silvered with mist, wrapped in mantles of ermine clouds and heralded with the grand music of sweeping storms and earth-rocking thunders.

BEAN'S STATION VALLEY,

filled with its mineral springs is a lovely Eden, from which you pass through green gates into the great world of heaving hills and gorges. Beautiful French Broad River, wider, grander, more romantic than the Hudson; silvery Pigeon River, with its body guard of granite sentinels; snarling, snapping Wolf Creek, with its white teeth and foamy flanks, cut like sheeny cimeters through the green of the mountains, and severing the dense thickets of laurel and hemlock, go turbulent and tameless toward the distant plains.

Who can describe these majestic mountains? Who can find thoughts even to convey to his own soul, the glorious beauty, the entrancing loveliness, the awe-inspiring visions that are presented to his senses? The "dominie" sat silently gazing out of the car window; the lawyer forgot his powers of speech; no thought of business entered the commercial brain—each lost in blissful reverie drank in the scenery—indescribable, except some inspired David, sitting at the feet of the Almighty, should, at his command, write an epic for the angels, and make this land the burden of his song.

Shadows were creeping over the mighty hills and wooded slopes as we stopped at the

WARM SPRINGS

Pyramidal hills rose on either hand ; the soft breeze of the South brought perfume from the azalias, colincanthi and purple rhododendra. Sunset on the mountains ! calm ! beautiful ! heavenly ! Ye gods ! what a land ! Thither should come the teeming hundreds who "*endure*" the Summers at *resorts*, where the senses weary of the worn out "*lovers' leap*," the obsolete "*ball-room rock*," the same old paths and soulless lawns. Thither, up into the clouds, where Nature, anticipating the *ennui* of her tourist children, has gathered what is new and beautiful, and will be new and beautiful forever. Here is the home of the speckled trout the "*preserve*" of the pheasant, the stalk of the deer and the turkey. Here are

"Small faint tracks, too quickly lost,
That need sure foot, and eye, its fullest light ;
And crags to leap, and torrents to be crossed."

Warm Springs, with its splendid hotel accomodations, greet us at our journey's end.

This noted resort is being yearly improved and increased in capacity and comfort, to meet the demands of tourists and health-seekers that pay tribute to its restorative waters and delightful climate. To recite in detail the many charms of mountain peak, forest dell, and rippling stream, that create here a perfect Summer home, would be a needless task. Its fame is co-equal with our country, and while rich beyond ordinary expression in mountain homes and health-giving resorts, Western North Carolina offers to her admirers nothing superior to this famous place.

Idling their holiday hours away among the leafy nooks, the rippling streams and cloud-capped peaks of this delightful spot, in quickened steps and healthful



CASCADIES NEAR WARM SPRINGS.

glow, our tourist friends bore witness to the truth of all that had been claimed for this health-laden land.

Climbing with nimble feet the wood-crowned heights, and like the Persian magi in acts of adoration, turning their faces eastward with reverential awe the wonderous beauties of this "*Land of the Sky*" entranced their startled eyes.

Amid an august conclave of mountain kings, supreme in their titanic majesty and rule over earth and air and sky, Mount Mitchell, Black Mountain,

Pisgah, Grandfather, Bald, and a mighty host of uncounted potentates of lesser fame, lifted their sun-crowned crests into ethereal space; and nestling amid the smiling valleys of their eastern slopes busy towns and thriving villages give pleasing variety to the scene.

ASHEVILLE, a gem of beauty in this land of scenic wealth, looks lovingly upon us, and stretching far away, east-

Tamer than the chaos of grandeur from which we had just emerged, yet varied and enchanting enough to soothe into pleasing fancy, and not to snap by sudden revulsion the tensioned chords of the imagination.

"It is like coming," said the dominie, "from some grand cathedral, where a hundred strong voices are singing the 'Te Deum,' to the dear little



THE FRENCH BROAD, NEAR ASHEVILLE.

ward and southward in every valley and from every plain, sweet Carolina homes woo and welcome pilgrims faint from heat of Southern Summer suns.

Back from over the border to Morristown, we were again on the main line of the E. Tenn., Va. & Ga. R. R., and sweeping along toward Bristol, through scenery that would kindle the enthusiasm of any man who had not just "dropped down from the clouds."

church, where surpliced choristers are singing sweet Easter anthems."

"It surely is not like going out through the vestry-room into the back alley," said the lawyer.

AT ROGERSVILLE JUNCTION

is a branch road going out to Rogersville, the county seat of Hawkins county. This little town hemmed in by green hills, with a broad valley stretching away

to the east and west, is confessedly one of the coolest and most delightful Summer retreats in the South. Two large hotels, a female college, handsome residences, and numerous mineral springs are among its varied attractions. Across pretty little streams, through meadows of clover, by orchards and fields, we push on toward

GREENVILLE,

seventy-four miles from Knoxville and fifty-six from Bristol. Here lived the late President of the United States, Andrew Johnson. The train swept round the base of a gently rising hill, carpeted with green grass and shaded by handsome trees, on the summit of which could be seen the solitary monument

tain that slumbers off on the edge of the county.

We are high up in the world as we speed along this part of the road : somewhere about fifteen hundred feet above the wash of the tide. The air is thin, the sky clear, and the scenery enchanting.

JOHNSON CITY,

with its one thousand five hundred inhabitants, stands a foot above the sea for each soul within its limits. There are good hotels and a fine mineral spring. The people are clever, and do a lucrative business. From this point the East Tennessee and Western North Carolina Railroad runs through the Doe River section to the Cranberry iron fields, opens to the tourist one of the most beautiful



BRISTOL, VA.

marking his grave. The town has three hotels, ten churches, some handsome residences, and does a good business.

There is an endless variety in the scenery along the line of road. One sees and never tires of seeing. There is no dull monotony broken only by some little insignificant station with its platform and board shanty. But rather an ever changing panorama, each view disclosing a new picture, or, if the same, showing it with changed light or different perspective

JONESBORO,

one thousand seven hundred feet above the sea, is the oldest town in the State. You get a first-rate meal at this place, wash it down with the purest fresh milk, and look complacently over the dignified city, toward the great Bald Moun-

portions of East Tennessee, and gives a near route to Roan Mountain, the highest in the United States East of the Rocky Mountains. This mountain is the paradise of sight-seers and fly-fishers ; it watches over an unexplored country where the rhythmic Cherokee names—Cowee, Chilhowhee, Watauga, Tuckaseegee and Nautahaula, tell of mountain, river and valley, redolent yet of Indian song and story—undesecrated by the tramp of business and the conventionalities of fashion. Doe River is an affluent of the French Broad, on one hand coursing through pastoral meads, on the other rushing over steep precipices, and forming beautiful cascades.

Through narrow gorges, over yawning chasms, past rushing waterfalls, winding its way upward and onward, this little railway, seeking successfully the stores of mineral wealth, uncovered by the cuttings

amid the cliffs, or by patient burrowing in mountain sides, presents from a scenic standpoint views as wild as those among the Italian Alps, and finds satisfactory commercial reward for the undaunted men who planned the work and furnished the means to construct so difficult a road.

BRISTOL-GOODSON

is a double-barrelled town, loaded to

the muzzle with energy, enterprise and activity. One-half of the city is in Tennessee and the other half in Virginia. It has two separate municipal governments; 1,800 inhabitants; lies in the centre of a rich farming and grazing country; and is a fit terminus of the great line that has brought us through Tennessee to the threshold of the Old Dominion.



DOE RIVER FALLS, NEAR CRANBERRY.

CONVERGING on common ground, our tourists' jaunts have ended, and likewise our sketches of their specific journeyings.

These tourists' tales oft told may, and doubtless will, lose their novelty and cease to charm, but this land of mountain heights and rippling water-falls will be beautiful forever.

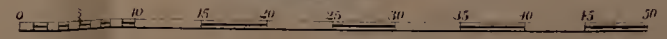
The red deer will steal away to his covert in forest wilds, the eagle will seek his mountain eyrie.

The artist will find on every hand fresh subjects for his skill. The luxurious modern hotel will invite at every health resort; the cosy wayside home will tempt the wandering tourist at every step, and these lovely regions will continue to be a refuge and a home through all the coming years.

The different maps herein annexed show at a glance the extent of territory covered and connected by THE VIRGINIA, TENNESSEE & GEORGIA AIR LINE; and, for the convenience and further reference of those whose interest has been awakened through the perusal of these journals, there will be found on subsequent pages Guide Tables alphabetically arranged, Route memoranda to Specified Resorts, Directory of Agencies, List of Agents, and various announcements which speak for themselves.



MAP OF
The Tennessee, North Carolina, & Ohio Divisions
OF THE
EAST TENNESSEE, VIRGINIA & GEORGIA
RAIL ROAD



East Tenn. Div. & Branches	364
Alabama "	377
Atlanta "	161
Brunswick "	200
Memphis & Charleston Div.	
& Branches (Leased)	328
	1430

Figures denote elevation above the sea

The Tourists' Guide.

Itinerary of Routes.

Directory of Agencies.

List of Agents.

RESORTS

BEST REACHED BY

THE SHENANDOAH VALLEY RAILROAD.

NAME OF SPRINGS OR RESORT.	POST OFFICE.		AT OR NEAR WHAT STATION.	UPON WHAT RAIL- ROAD.	DISTANCE FROM STATION.	NUMBER OF GUESTS.	RATE OF BOARD.			NAME OF PROPRIETOR.
	COUNTY.	STATE.					DAY.	WEEK.	MONTH.	
Afton.....	Clarke	Va.	Berryville.....	C. & O. Railway	Afton.....	30	\$1.25	\$7.00	\$25.00	Miss M. L. Crow.
Almarida.....	Augusta	"	Waynesboro.....	Shenandoah Valley	3/4 mile.	60	2.00	10.00	30.00	I. Baker.
Bakers Springs.....	Berkley	"	Milboro.....	C. & O. Railway	10 miles.	100	1.50	8.00 to 10.00	20.00 to 25.00	W. M. Staton & Co.
Bath Alum Springs.....	Rockingham	W. Va.	Buchanan.....	B. & O. Railway	2 1/2 miles.	7	1.00	7.00	25.00	Mrs. Bear.
Bedington Sulphur Springs.....	Rockingham	Va.	Elkton.....	Shenandoah Valley	15	650	2.00 to 2.50	11.25 to 16.25	45.00 to 65.00	W. H. Sale
Buchanan.....	Rockingham	"	White Sulphur.....	C. & O.	15	150	2.00	7.00 to 10.00	20.00 to 35.00	E. S. Shunk.
Bon Air Springs.....	Rockingham	W. Va.	Capon Depot.....	B. & O.	2	100	1.00 to 2.00	6.00 to 10.00	20.00 to 35.00	Sundry—see note 2.
Caldwells.....	Hampshire	Penn.	Chambersburg.....	C. V. R. R.	10	100	2.00	10.00	30.00	McCurdy House.
Capon Springs.....	Franklin	W. Va.	Charlestown.....	S. V. R. R.	10	75	1.50	7.00	20.00	Mrs. P. H. Hughes.
Chambersburg.....	Jefferson	W. Va.	Goshen.....	C. & O. Railway	10	100	2.00	10.00	30.00	W. B. Hyatt.
Charlestown.....	Jefferson	"	Covington.....	Shenandoah Valley	1/4	1000	1.25	5.00	18.00	H. R. Gaff.
Cold Sulphur Springs.....	Alleghany	Va.	Charlestown.....	C. & O. Railway	8	50	2.00 to 3.00	10.00 to 20.00	30.00 to 60.00	Various Hotels.
Covington.....	Jefferson	W. Va.	Cloverdale.....	C. V. R. R.	15 miles.	300	SPECIAL	SPECIAL	SPECIAL	Luray Inn, George K. Mullin.
Fairview.....	Batetourt.	Va.	Goshen.....	Shenandoah Valley	15 miles.	125	2.50	6.00 to 8.00	20.00 to 50.00	H. R. Speere.
Fincastle Mineral Springs.....	Greenbrier	W. Va.	Greencastle.....	C. & O. Railway	2 1/2 miles.	75	2.00	12.50	40.00	J. W. Warren.
Goshen.....	Franklin	Penn.	Hagerstown.....	South Mount.....	1 1/2	150	2.00	10.00	35.00	H. L. Meins.
Greencastle.....	Washington	"	Covington.....	Shenandoah Valley	1/2	10	SPECIAL	SPECIAL	SPECIAL	A. G. Graham.
Hagerstown.....	Alleghany	Md.	Kanawha.....	C. & O.	2 1/2	300	2.50 to 4.00	15.00 to 20.00	35.00 to 60.00	J. A. Fulton.
Hot or Healing Springs.....	Page	Va.	Luray.....	B. & O.	12	850	2.50	15.00	50.00	E. H. Fisher.
Kanawha Falls.....	Cumberland	Va.	Mechanicsburg.....	Shenandoah Valley	11	100	2.50	15.00	50.00	J. L. Gibbons.
Luray.....	Bath	Penn.	Milboro.....	C. V. R. R.	10	400	2.50	17.50	50.00	Orley Springs Company.
Mechanicsburg.....	Augusta	"	Mount Holly.....	C. & O. Railway	5	200	2.00	8.00	30.00	J. Watkins Lee.
Milboro.....	Cumberland	Va.	Weyers.....	Shenandoah Valley	10 miles.	100	1.50	10.00	30.00	Hotel Roanoke, G. K. Mullin & Co.
Milboro Springs.....	Rockingham	Penn.	Natural Bridge.....	C. & O.	12	100	2.50	17.50	50.00	Rockbridge Alum Springs Co.
Mountain Top House.....	Rockingham	W. Va.	Allegany.....	B. & O.	11	100	2.50	10.00	30.00	D. T. H. Morrison.
Mount Vernon.....	Rockbridge	"	Mount Jackson.....	Shenandoah Valley	10 miles.	100	1.50	9.00	30.00	E. B. Hopkins.
Natural Bridge.....	Monroe	Va.	Harrisburg.....	C. & O.*	5	100	1.50	9.00	30.00	Forson & Co.
Old Sweet Springs.....	Shenandoah	"	Goshen.....	C. & O.	12	100	1.50	9.00	30.00	
Orkey Springs.....	Rockingham	"	Roanoke.....	B. & O.	12	100	1.50	9.00	30.00	
Rawley Springs.....	Rockbridge	"	Fort Springs.....	C. & O.	12	100	1.50	9.00	30.00	
Roanoke.....	Rockbridge	"	Mount Jackson.....	C. & O.	12	100	1.50	9.00	30.00	
Rockbridge Alum Springs.....	Rockingham	"								
Rockbridge Bath.....	Shenandoah	"								
Rockingham Springs.....		"								
Salt Sulphur Springs.....		"								
Shenandoah Alum Springs.....		"								

Shepherdstown.....	Jefferson.....	W. Va.	Shepherdstown...	Shenandoah Valley	.....	250	1.50 to 2.00 SPECIAL	5.00 to 10.00 SPECIAL	15.00 to 25.00 SPECIAL	John Replinger, B. F. Groves, H. Stumbaugh, Mrs. Anna B. Cook, John L. Lee, John L. Eubank, Mount View House, J. M. Daniel.
Shippensburg.....	Cumberland	Penn.	Shippensburg...	C. V. R.	.....	200	1.00	7.00	25.00	
The Vineyard.....	Clarke.....	Va.	Boyce.....	Shenandoah Valley	4 miles.	15	2.00	12.00	35.00	
Wallawhatoola Alum Springs..	Bath.....	"	Milboro.....	C. & O.	3 "	100	3.00	17.00	60.00	
Warm Sulphur Springs.....	Warren.....	"	Front Royal...	Shenandoah Valley	15 "	300	2.00	.....	30.00	
Warren White Sulphur.....	Augusta.....	"	Waynesboro...	"	$\frac{3}{4}$ mile.	40	1.00 to 2.00	6.00 to 10.00	18.00 to 25.00	
Waynesboro.....	Weyers.....	"	Weyers.....	Shenandoah Valley	$\frac{3}{4}$ mile.	150	1.00	7.00	25.00	
Weyers Cave.....	White Post.....	"	White Post...	C. & O. Railway..	.....	15	.....	.....	.....	W. L. Summerville, Grigsby [House.
White Post.....	Clarke.....	"	.....	.....	.....	.....	.....	.....	.....
Williamson.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NOTE 1. Where hotels and springs are located as indicated in column showing distance from station, hacks and stages meet all arriving trains. Where distance is not given, hotels or springs are located immediately at or within short walking distance of depot.

NOTE 2. In addition to the places mentioned above, the following-named parties are among the many located on or near line of Shenandoah Valley Railroad, who are prepared to entertain summer boarders, the rates of board and accommodation vary to an extent that renders it impracticable in this space to specify details. They can be written to for information as per addresses named.

CHARLESTOWN, W. VA.—Mrs. G. H. Flagg, Mrs. E. P. Keene, Mrs. J. Fouke, P. E. Dorsey, D. R. Barbour, Mrs. Susan Maxwell and Mrs. P. H. Hughes.
ROANOKE, VA.—Mrs. Dr. McG. Kent, Mrs. J. G. Richardson, Botetourt Springs, Roanoke County, Va., Mrs. W. M. Pitzer, Trout House, Rohrer Park House, Mrs. Bell Gordon.

*Narrow Gauge Railroad.

RESORTS

BEST REACHED BY

THE NORFOLK AND WESTERN RAILROAD.

NAME OF SPRINGS OR RESORT.	POST OFFICE.		AT OR NEAR WHAT STATION.	UPON WHAT RAIL- ROAD.	DISTANCE FROM STATION.	NO. OF G'STS.	RATE OF BOARD.			NAME OF PROPRIETOR.
	COUNTY.	STATE.					DAY.	WEEK.	MONTH.	
Abingdon.....	Washington	Va.	Abingdon.....	Norfolk & Western	3 1/2 miles.	100	\$2.00	\$8.00 to 10.00	\$20.00 to 30.00	Charles Harris—see note 2.
Alleghany Springs.....	Montgomery	"	Shawsville.....	"	4	600	2.50	14.00	40.00	C. A. Calhoun.
Bedford Alum Springs.....	Bedford	"	Forest.....	"	"	"	"	"	"	"
Big Spring.....	"	"	Big Spring.....	"	"	100	"	8.00	25.00	John U. Sumpter—see note 2.
Blue Ridge Springs.....	"	"	Blue Ridge.....	"	"	300	2.00 to 3.00	10.00 to 15.00	"	P. F. Brown.
Blacksburg Springs.....	Botetourt	"	Christiansburg.....	"	8	"	"	"	"	"
Botetourt Springs.....	Roanoke	"	"	"	"	"	"	"	"	"
Buford Springs.....	Bedford	"	Buford.....	Norfolk & Western	"	100	1.50	8.00	25.00	John O. Hanes, Glendower House.
Chillhowee Springs.....	Smythe	"	Greenters.....	"	1 1/2 miles.	20	1.00	6.00	18.00 to 25.00	J. A. Chambers.
Christiansburg.....	Montgomery	"	Christiansburg	"	"	100	1.00 to 1.50	6.00 to 8.00	18.00 to 25.00	A. S. Pollock, Mrs. S. M. Kemp (2).
Coyne's Springs.....	Botetourt	"	Bonsacks.....	"	"	200	2.00 to 2.50	12.00	35.00	A. H. Fry.
Central.....	Montgomery	"	Central.....	"	"	40	2.00	10.00	32.00	J. Hoffman.
Culpepper.....	Culpepper	"	Culpepper.....	Virginia Mid. Ry.	3/4	30	1.00	7.00	35.00 to 50.00	Mrs. Wm. Jamison.
Daggers Springs.....	Botetourt	"	Galawater.....	Rich'd & Alleg'y	3	125	2.50	12.50	"	W. B. Bean.
Dublin.....	Pulaski	"	Dublin.....	Norfolk & Western	"	100	1.50	8.00	20.00 to 25.00	J. B. Alexander—see note 2.
Eggleson's.....	Prince Edw.	Va.	Farmville.....	Norfolk & Western	1 1/2 mile.	75	1.50 to 2.00	7.00	"	B. H. May.
Farmville Lithia Springs.....	Farquier	"	Warranton.....	Virginia Mid. Ry	1/2	15	"	9.00	30.00	I. W. Vinyard, Geo. Meh. Gish (2).
Farquier White Sulphur.....	Roanoke	"	Gishes.....	Norfolk & Western	"	100	1.00	8.00	20.00	H. V. Thompson.
Gishes.....	Washington	"	Glade Springs.....	"	"	30	2.00	8.50	30.00	"
Hunter's Alum.....	"	"	Dublin.....	"	"	30	"	"	"	"
Hygeia Hotel.....	"	"	Old Point.....	By Bay Line	"	100	4.00	"	SPECIAL.	Harrison Phoebeus.
Lake Springs.....	Roanoke	"	Salem.....	Norfolk & Western	1	150	2.00	12.00	35.00	F. J. Chapman.
Liberty.....	Bedford	"	Liberty.....	"	"	200	1.50 to 2.00	8.00 to 10.00	25.00	M. D. Judd, Geol. W. R. Terry, Mrs. A. H. Campbell.
Marion.....	Smythe	"	Marion.....	"	"	150	1.50	6.00 to 8.00	20.00 to 30.00	Central, Exchange Hotel, see note 2.
Montgomery White Sulphur.....	"	"	Big Tunnel.....	"	"	"	"	"	"	"
Mountain Lake.....	Giles	"	Staytide.....	"	6 miles.	100	2.00	12.50	35.00	J. B. Haupt and A. R. Barrow.
Pulaski Alum.....	Pulaski	"	Dublin.....	"	15	30	1.00	7.00	25.00	Z. P. Cecil.
Roanoke.....	Roanoke	"	Roanoke.....	N. & W. S. V. R. R.	"	300	1.50 to 3.00	8.00 to 12.50	20.00 to 50.00	Hotel Roanoke, Geo. K. Mullin (2).
Roanoke Red Sulphur.....	Salem	"	Salem.....	"	"	"	"	"	"	"
Red Sulphur Springs.....	Monroe	W. Va.	Adams Switch.....	"	"	"	"	"	"	"
Rural Retreat.....	Wythe	Va.	Rural Retreat.....	"	"	50	1.50	7.00	20.00 to 25.00	R. D. Chandler, J. L. Snavley.

Salem.....	Roanoke.....	Va.....	Salem.....	N. & W. & S. V. R. R.....	500.....	1.00 to 2.00.....	5.00 to 10.00.....	25.00 to 30.00.....	Lake Spring, Duvall House, Mitchell House—see note 2. John F. Hix. John A. Barnitz. Thomas C. Miller. Boyd's Hotel, Col. T. J. Boyd (2).
Saltville.....	".....	".....	Saltville.....	".....	60.....	1.50.....	7.00.....	25.00.....	
Sharon Springs.....	".....	".....	Wytheville.....	".....	125.....	1.50.....	7.00.....	25.00.....	
Washington Springs.....	".....	".....	Glade Springs.....	".....	2.....	1.50.....	8.00.....	25.00.....	
Wytheville.....	".....	".....	Wytheville.....	".....	500.....	1.00 to 1.50.....	6.00 to 10.00.....	25.00 to 35.00.....	
Yellow Sulphur Springs.....	".....	".....	".....	".....	".....	".....	".....	".....	

NOTE 1.—Where hotels and springs are located as indicated in column showing distance from station, hacks and stages meet all arriving trains. Where no distance is given, hotels or springs are located immediately at or within short walking distance of depot.

NOTE 2.—In addition to the places mentioned above, the following-named parties are among the many located on or near line of Norfolk & Western Railroad, who are prepared to entertain Summer boarders, the rates of board and accommodation vary to an extent that renders it impracticable in this space to specify details. They can be written to for information as per addresses named.

MARION, VA.—Mrs. E. M. Sprinkle, M. W. Thomas, Jacob Cassell, Rev. J. J. Sherwood, G. F. Crash, W. A. Waugh, John S. Capenhauer, Dr. C. Miller, L. N. Luke, J. B. Griner, CROCKETTS, VA.
—E. R. Wyrick, John A. Capenhauer, Mrs. T. A. Wampler, CRISTIANSBURG, VA.—S. D. Painter, Wm. Lewis, John Lybrack, Mrs. M. J. McTeer, Hugh D. Preston, BIG SPRING, VA.
—J. S. Helm, Col. David Edmonston, A. J. Deyler, DOBSON, VA.—J. M. Nunley, Geo. W. Walter, R. M. T. Hunter, John Bayne, W. H. Davis, John W. Honey, Mrs. J. D. Abell, SHAWSVILLE, VA.—T. Barnett, Samuel Kendrick, Charles H. Huff, P. O. Address, Pilot, Montgomery Co., Va., Grimes, Va.—Steven W. Wright, J. B. Ruddle, Geo. T. Walker, Rev. J. P. Obenshinn, SALEM, VA.—Prof. T. Crabtree, Mrs. S. M. Shanks, John H. Palmer, Mrs. M. P. Garst, J. D. Crayford, Chas. W. Burwell, Robert Logan, M. F. Huff, Mrs. Mary Craig, Mitchell House, WYTHEVILLE, VA.—Col. Thos. J. Bond, J. S. Crackett, Mrs. W. H. Crawford, Mrs. Wm. Stuart, C. E. Hudson, G. A. Hueser, Mrs. & J. Noel, W. L. Vost, Mrs. James F. Kent, E. H. Umberger, ROANOKE, VA.—Mrs. Dr. McGee, Kent, Mrs. J. G. Richardson, Botetourt Springs, Roanoke Co., Va., Mrs. M. W. Pitzer, Trout House, Rohrer Park House, Mrs. Bell Jordan, HARRIS CREEK, Amherst Co., Va.—L. D. Stillwell, Mrs. E. J. Long, FOREST, VA.—D. G. Williams, Roanoke Co., Va., Mrs. M. W. Pitzer, Trout House, Rohrer Park House, Mrs. Co., Va.—Mrs. E. M. Walton, Samuel L. Hagerman, NEW RIVER, VA.—Mrs. G. C. Warton, FOREST, VA.—D. G. Williams, Roanoke Co., Va., Mrs. M. W. Pitzer, Trout House, Rohrer Park House, Mrs.

MARTIN'S DEPOT, Va.—J. Kent Bently.

RESORTS

BEST REACHED BY

THE EAST TENNESSEE, VIRGINIA AND GEORGIA RAILROAD.

NAME OF SPRINGS OR RESORT.	POST OFFICE.		AT OR NEAR WHAT STATION.	UPON WHAT ROAD.	DISTANCE FROM STATION.	NO. OF G STS.	RATE OF BOARD.			NAME OF PROPRIETOR.
	COUNTY.	STATE.					DAY.	WEEK.	MONTH.	
Asheville	Buncombe	N. C.	Asheville	Western N. C.	3 1/2 miles.	800	\$2.00	\$10 to \$15	\$30 to \$40	Eagle Hotel, Swannanoa Hotel (2). F. H. Austin & Bro.
Austin Springs	Washington	Tenn.	Carters Depot	E. T., V. & G.	9 "	100	1.25	7.00	25.00	Ellis & Co.
Baileys Springs	Lauderdale	Ala.	Florence	M. & C.	9 "	400	2.00	8.00 to 10.00	Special.	W. N. Stokely.
Big Creek Springs	Cooke	Tenn.	Black Creek	E. T., V. & G.	1/4 "	50	1.00	2.50 to 4.00	12.00 to 20.00	J. M. McCoy.
Black Mountain	Buncombe	N. C.	Black Mountain	Western N. C.	20 yds.	20	1.25	6.00	20.00	Reese House, Kidwell House.
Carters Springs	McMinn	Tenn.	Carters	E. T., V. & G.	4 "	40	1.00	4.00	15.00 to 20.00	O. C. Carver.
Carvers Springs	McMinn	Ga.	Riceville	E. T., V. & G.	4 miles.	30	.75	6.00	20.00	Proprietor Catoosa Springs.
Catoosa Springs	Catoosa	Ala.	Catoosa	Western Atlantic	2 "	300	2.00	10.00	30.00	E. S. Worley.
Cave Springs	Sullivan	"	Union	E. T., V. & G.	2 "	10	1.00	5.00	15.00	J. N. Breazele.
Calera Springs	Shelby	"	Calera	"	"	100	2.00	10.00	30.00	P. Layne, G. P. Hatcher (2).
Chandlers Springs	Bradley	Tenn.	Talladega	"	"	200	2.00	10.00	25.00	J. M. Pietree.
Cleveland	Cleveland	"	Cleveland	"	1/4 mile.	10	.75	5.00	16.00	J. T. Wilder.
Clinton	Anderson	"	Clinton	Knoxville & Ohio.	1 1/2 "	50	2.00	10.00	30.00	R. M. Edwards.
Claudland	Anderson	"	Roan Mountain	E. T. & W. N. C.	12 "	25	1.00	5.00	18.00	W. M. Collett.
Coal Creek	Anderson	"	Coal Creek	E. T., V. & G.	1 1/2 miles.	100	2.00	10.00	12.00 to 20.00	J. O. A. Lewis (2).
Colletts Springs	Greene	Ga.	Lime Stone	"	"	50	1.00	5.00	25.00	Charles Dougherty.
Dalton	Whitfield	"	Dalton	"	"	50	2.00	10.00	30.00	Hugh Farmer.
Dougherty (7 mineral springs).	Floyd	Ala.	Cave Springs	Memp. & Charleston	2 miles.	60	1.00	6.00	25.00	Mrs. M. C. Greiver.
Fern Cliff	Jackson	Tenn.	Scottsburg	E. T., V. & G.	4 "	200	1.00	5.00	16.00	John H. Pearson.
Galbraith Springs	Hawkins	N. C.	Russellville	Western N. C.	9 "	125	1.50	7.00	25.00	J. L. Flariken.
Glen Alpine Springs	Burke	Tenn.	Morgantown	E. T., V. & G.	12 "	125	2.00	10.00	25.00	R. F. Powell.
Greenville	Greene	Miss.	Greenville	E. T., V. & G.	7 "	150	1.00	3.50	13.00	W. P. Stabbyne.
Greenwood Springs	Monroe	"	Aberdeen	Mobile & Ohio.	18 "	125	2.00	10.00	25.00	G. W. Colyer, Miss Varner.
Hale Sulphur and Chalybeate Springs	Hawkins	Tenn.	Rogersville	E. T., V. & G.	11 "	125	2.00	10.00	25.00	T. P. Aydtlett.
Hampton Springs	Cartier	Ga.	Hampton	"	1 1/2 miles.	150	1.00	4.00	15.00 to 25.00	E. D. Hass, R. S. Patty.
Indian Springs	Butts	"	Indian Springs	"	"	500	1.50 to 2.00	10.00 to 12.00	25.00 to 30.00	W. E. Mathers, Col. R. H. Dungan.
Iuka Springs	Washington	Miss.	Iuka	Memp. & Charleston	"	125	2.00	10.00	25.00	W. A. Dickinson.
Jonesboro	Jonesboro	"	Johnson City	E. T., V. & G.	"	50	1.00	6.00	18.00	Hattie House, Schuberts Hotel.
Kings Springs	Centre	"	Jonesboro	"	1 1/2 miles.	50	1.50	7.00	20.00	M. J. Hughes.
Knoxville	Granger	"	Knoxville	"	"	400	2.00	8.00 to 10.00	25.00 to 30.00	H. C. Austin.
Lea Springs	Blount	"	McMillan	"	12 miles.	150	1.50	8.00	20.00 to 30.00	J. & S. E. Miller
Marysville	"	"	Marysville	Knoxville & Augusta	8 miles.	75	1.00	5.00	18.00	J. C. Engle.
Melrose Springs	"	"	"	"	"	75	2.00	8.00 to 10.00	30.00 to 38.00	
Montvale Springs	"	"	"	"	9 "	400	2.00	8.00 to 10.00	30.00 to 38.00	

ITINERARY OF ROUTES

OF

SUMMER EXCURSION RESORTS REACHED QUICKEST, CHEAPEST AND BEST,

BY THE

VIRGINIA, TENNESSEE & GEORGIA AIR LINE.

GROUP A.

Afton, Va.
Clifton Forge, Va.
Covington, Va.
Goshen, Va.
Greenbrier White Sulphur, W. Va.
Kanawha Falls, W. Va.
Millboro, Va.
Staunton, Va.

The above resorts are located immediately on line of Chesapeake & Ohio Railway, and are reached without staging.

GROUP B.

Bath Alum, Va.—*Millboro*.
Cold Sulphur, Va.—*Goshen*.
Hot or Healing, Va.—*Covington*.
Millboro Springs, Va.—*Millboro*.
Mountain Top House, Va.—*Afton*.
Rockbridge Baths, Va.—*Goshen*.
Salt Sulphur, W. Va.—*Fort Springs*.
Stribling, Va.—*Staunton*.
Sweet Chalybeate, Va.—*Alleghany*.
Walawhatoola, Va.—*Millboro*.

The above resorts are located *off* the line of Chesapeake & Ohio Railway. Station in *italic* type indicates point of departure from railroad and where stage must be taken.

GROUP C.

Natural Bridge, Va.—*Natural Bridge*.
Dagger's Springs, Va.—*Gala Water*.
Rockbridge Alum Springs, Va.—*Lexington*.

Located *off* line of Richmond & Alleghany Railroad. Station in *italic* type indicates point of departure from railroad, and where stage must be taken.

GROUP D.

Big Creek Springs, Tenn.
Carter's Springs, "
Cave Springs, Ala.
Cleveland Springs, Tenn.
Cave Creek, "
Daugherty 7 Mineral, Ga.
Greenville, Tenn.
Hampton Springs, Tenn.
Johnson City, "
Powder Springs, Ga.
Roan Mountain, Tenn.
Russellville, "
Sweetwater, "
Whitesburg, "

The above resorts are located on line of East Tenn., Va. & Ga. Railroad, and are reached without staging.

GROUP E.

Austin Springs, Tenn.—*Carter's Depot*.
Carver's Springs, Tenn.—*Riceville*.
Cloudland, Tenn.—*Roan Mountain*.
Calletto Springs, Tenn.—*Limestone*.
Galbraith Springs, Tenn.—*Russellville*.
Hale's Sulphur and Chalybeate Springs, Tenn.—*Rogersville*.
Indian Springs, Ga.—*Indian Springs*.
Kings Springs, Tenn.—*Johnson City*.
Lea Springs, Tenn.—*McMillan*.
Mooresburg Chalybeate, Tenn.—*Whitesburg*.
Mountain Home Hotel, Tenn.—*Chattanooga*.
Oliver Springs, Tenn.—*Clinton*.
Schenck Springs, Ala.—*Jacksonville, Alabama*.
Shelby Springs, Ala.—*Shelby Springs, Alabama*.
Shacco Springs, Ala.—*Talladaga, Alabama*.
Sulphur Springs, Tenn.—*Limestone*.
Tate Epsom Springs, Tenn.—*Morristown*.
Waterville, Tenn.—*Cleveland*.

The above resorts are located *off* the line of East Tenn., Va. & Ga. Railroad. Station in *italic* type indicates point of departure from railroad, and where stage must be taken.

GROUP F.

Abingdon, Va.
Big Springs, Va.
Big Tunnel, "
Blue Ridge Springs, Va.
Buford's, "
Christiansburg, "
Dublin, "
Egglestons, "
Gish's, "
Glade Springs, "
Liberty, "
Marion, "
Montgomery White, "
Roanoke, "
Rural Retreat, "
Salem, "
Saltville, "
Wytheville, "

The above resorts are located on line of Norfolk & Western Railroad, and are reached without staging.

GROUP G.

Alleghany Springs, Va.—*Shawsville*.
Bedford Alum Springs, Va.—*Forest*.
Blacksburg Springs, Va.—*Christiansburg*.
Botetourt Springs, Va.—*Salem*.
Chillhowee Springs, Va.—*Greevers*.
Coyner's Springs, Va.—*Bonsacks*.
Farmville Lithia, Va.—*Farmville*.
Hunter's Alum Springs, Va.—*Dublin*.

Lake Springs, Va.—*Salem*.
 Monroe Red Sulphur Springs, W. Va.—*Glen
 Lynn*.
 Mountain Lake, Va.—*Staytide*.
 Pulaski Alum Springs, Va.—*Dublin*.
 Roanoke Red Sulphur Springs, Va.—*Salem*.
 Seven Springs, Va.—*Glade Springs*.
 Sharon Springs, Va.—*Wytheville*.
 Washington Springs, Va.—*Glade Springs*.
 Yellow Sulphur Springs, Va.—*Christiansburg*.

The above springs are located *off* the line of Norfolk & Western Railroad. Station in *italic* type indicates point of departure from railroad and where stage or hack must be taken.

GROUP H.

Berryville, Va.
 Buchanan, "
 Charlestown, W. Va.
 Hagerstown, Md.
 Luray, Va.
 Roanoke, Va.
 Shepherdstown, W. Va.
 White Post, Va.

The above resorts are located on line of Shenandoah Valley Railroad, and are reached without staging.

GROUP K.

Almirda, Va.—*Berryville*.
 Baker's Springs, Va.—*Waynesboro*.
 Botetourt, Va.—*Cloverdale*.
 Bon Air, Va.—*Elkton*.
 Fincastle Mineral, Va.—*Cloverdale*.
 Natural Bridge, Va.—*Natural Bridge*.
 Rockingham Springs, Va.—*Elkton*.
 The Vineyard, Va.—*Boyceville*.

The above resorts are located *off* line of Shenandoah Valley Railroad. Station in *italic* type indicates point of departure from railroad and where stage or hack must be taken.

GROUP L.

Capon Springs, W. Va.—*Capon*.
 Rawley Springs, Va.—*Harrisonburg*.
 Shenandoah Alum Springs, Va.—*Mt. Jackson*.
 Orkney Springs, Va.—*Mt. Jackson*.

The above resorts are located *off* line of Valley Branch Baltimore & Ohio Railroad. The station in *italic* type indicates point of departure from railroad and where stage or hack must be taken.

GROUP M.

Old Point Comfort, Va.

GROUP N.

Melrose Springs, Tenn.—*Marysville, Tenn*.
 Montvale Springs, Tenn.—*Marysville*.
 Mt. Nebo Springs, Tenn.—*Marysville*.

The above springs are located *off* the line of Knoxville & Augusta Railroad. Station in *italic* type indicates point of departure from railroad and where stage or hack must be taken.

GROUP O.

Alexander's, N. C.
 Asheville, "
 Black Mountain, N. C.
 Henry's, "

Hickory, N. C.
 Marion, "
 Morganton, "
 Old Fort, "
 Warm Springs, N. C.

The above resorts are located on line of Western North Carolina Railroad and are reached without staging.

GROUP P.

Glen Alpine Springs, N. C.—*Morganton*.
 Heywood White Sulphur Springs, N. C.—*Waynesville*.
 Piedmont Springs, N. C.—*Morganton*.
 Sparkling Catawba Springs, N. C.—*Hickory*.
 Waynesville, N. C.—*Pigeon River*.

The above springs are located *off* the line of Western North Carolina Railroad. Station in *italic* type indicates point of departure from railroad and where stage must be taken.

GROUP R.

Bailey Springs, Ala.—*Florence, Ala*.
 Ferncliff Springs, Ala.—*Scottsboro, Ala*.
 Iuka Springs, Miss.—*Iuka, Miss*.

The above resorts are located *off* line of Memphis & Charleston Railroad. Station in *italic* type indicates point of departure from railroad station and where stage must be taken.

GROUP S.

Chambersburg, Pa.
 Greencastle, "
 Mechanicsburg, "
 Shippensburg, "

The above resorts are located on line of Cumberland Valley Railroad and are reached without staging.

SUMMER EXCURSION ROUTES.

From NORFOLK, VA.

To resorts named in GROUP A.

Norfolk & Western Railroad to Petersburg.
 Richmond & Petersburg Railroad to Richmond.
 Transfer to Chesapeake & Ohio Depot. Chesapeake & Ohio Railway to destination.

To resorts named in GROUP B.

Norfolk & Western Railroad to Petersburg.
 Richmond & Petersburg Railroad to Richmond.
 Transfer to Chesapeake & Ohio Depot. Chesapeake & Ohio Railway to nearest station. Stage to destination.

To resorts named in GROUP C.

Norfolk & Western Railroad to Lynchburg.
 Richmond & Alleghany to nearest station. Stage to destination.

To resorts named in GROUP D.

Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to destination.

To resorts named in GROUP E.

Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to nearest station. Stage to destination.

To resorts named in GROUP F.

Norfolk & Western Railroad to destination.

To resorts named in GROUP G.

Norfolk & Western Railroad to nearest station.
Stage or hack to destination.

To resorts named in GROUP H.

Norfolk & Western Railroad to Roanoke.
Shenandoah Valley Railroad to destination.

To resorts named in GROUP K.

Norfolk & Western Railroad to Roanoke.
Shenandoah Valley Railroad to nearest station.
Stage to destination.

To resorts named in GROUP L.

Norfolk & Western Railroad to Petersburg.
Richmond & Petersburg Railroad to Richmond.
Transfer to Chesapeake & Ohio Depot. Chesapeake and Ohio Railroad to Staunton. Valley branch, Baltimore & Ohio to nearest station.
Stage to destination.

GROUP L.

Norfolk & Western Railroad to Roanoke.
Shenandoah Valley Railroad to Waynesboro'.
Chesapeake and Ohio Railroad to Staunton.
Valley branch, Baltimore & Ohio Railroad to nearest station. Stage to destination.

To resorts named in GROUP O.

Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to Unaka. Western North Carolina Railroad to destination.

To resorts named in GROUP P.

Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to Unaka. Western North Carolina Railroad to nearest station. Stage to destination.

From PETERSBURG.*To resorts named in GROUP C.*

Norfolk & Western Railroad to Lynchburg.
Richmond & Alleghany Railroad to nearest station. Stage to destination.

To resorts named in GROUP D.

Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to destination.

To resorts named in GROUP E.

Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to nearest station. Stage to destination.

To resorts named in GROUP F.

Norfolk & Western Railroad to destination.

To resorts named in GROUP G.

Norfolk & Western Railroad to nearest station.
Stage or hack to destination.

To resorts named in GROUP H.

Norfolk & Western Railroad to Roanoke.
Shenandoah Valley Railroad to destination.

To resorts named in GROUP K.

Norfolk & Western Railroad to Roanoke.
Shenandoah Valley Railroad to nearest station.
Stage or hack to destination.

To resorts named in GROUP L.

Norfolk & Western Railroad to Roanoke.
Shenandoah Valley Railroad to Waynesboro.
Chesapeake & Ohio Railroad to Staunton. Valley branch, Baltimore & Ohio to nearest station.
Stage or hack to destination.

OLD POINT COMFORT, VA.

Norfolk & Western Railroad to Norfolk. Bay Line Steamer to Old Point.

To Resorts named in GROUP O.

Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to Unaka. Western North Carolina Railroad to destination.

To resorts named in GROUP P.

Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to Unaka. Western North Carolina Railroad to nearest station. Stage to destination.

From WELDON, GOLDSBORO, RALEIGH (via Weldon), **WILMINGTON, CHARLESTON, SAVANNAH, COLUMBIA** (via W. C. & A. R.R.), **JACKSONVILLE** (via Charleston).

Take the Atlantic Coast Line to Petersburg, Va., thence to destination. (See routes from Petersburg.)

FROM RICHMOND, VA.*To Resorts named in GROUP D.*

Richmond and Danville Railroad to Burkeville. Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to destination.

Or

Richmond & Alleghany Railroad to Lynchburg. Thence as above.

To resorts named in GROUP E.

Richmond & Danville Railroad to Burkeville. Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to nearest station. Stage to destination.

Or

Richmond & Alleghany Railroad to Lynchburg. Thence as above.

To Resorts named in GROUP F.

Richmond & Danville Railroad to Burkeville. Norfolk & Western Railroad to destination.

Or

Richmond & Alleghany Railroad to Lynchburg. Norfolk & Western Railroad to destination.

To resorts named in GROUP G.

Richmond & Danville Railroad to Burkeville.
Norfolk & Western Railroad to nearest station.
Stage or hack to destination.

Or

Richmond & Alleghany Railroad to Lynchburg. Thence as above.

To resorts named in GROUP H.

Chesapeake & Ohio Railroad to Waynesboro.
Shenandoah Valley Railroad to destination.

To resorts named in GROUP K.

Chesapeake & Ohio Railroad to Waynesboro.
Shenandoah Valley Railroad to nearest station.
Stage or hack to destination.

TO OLD POINT COMFORT, VA.

Richmond & Petersburg Railroad to Petersburg. Norfolk & Western Railroad to Norfolk. Bay Line Steamer to Old Point.

To resorts named in GROUP N.

Richmond & Danville Railroad to Burkeville.
Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to Knoxville. Knoxville & Augusta Railroad to nearest station. Stage or hack to destination.

Or

Richmond & Alleghany Railroad to Lynchburg. Thence as above.

To resorts named in GROUP O.

Richmond & Danville Railroad to Burkeville.
Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to Unaka. Western North Carolina Railroad to destination.

Or

Richmond & Alleghany Railroad to Lynchburg. Thence as above.

To resorts named in GROUP P.

Richmond & Danville Railroad to Burkeville.
Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to Unaka. Western South Carolina Railroad to nearest station. Stage to destination.

Or

Richmond & Alleghany Railroad to Lynchburg. Thence as above.

To resorts named in GROUP S.

Chesapeake & Ohio Railroad to Waynesboro.
Shenandoah Valley Railroad to Hagerstown.
Cumberland Valley Railroad to destination.

FROM HAGERSTOWN, SHENANDOAH JUNCTION and RIVERTON JUNCTION.

To resorts named in GROUP A.

Shenandoah Valley Railroad to Waynesboro.
Chesapeake & Ohio Railroad to destination.

To resorts named in GROUP B.

Shenandoah Valley Railroad to Waynesboro.
Chesapeake & Ohio Railroad to nearest station.
Stage or hack to destination.

To resorts named in GROUP D.

Shenandoah Valley Railroad to Roanoke.
Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to destination.

To resorts named in GROUP E.

Shenandoah Valley Railroad to Roanoke.
Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to nearest station. Stage to destination.

To resorts named in GROUP F.

Shenandoah Valley Railroad to Roanoke.
Norfolk & Western Railroad to destination.

To resorts named in GROUP G.

Shenandoah Valley Railroad to Roanoke.
Norfolk & Western Railroad to nearest station.
Stage or hack to destination.

To resorts named in GROUP H.

Shenandoah Valley Railroad to destination.

To resorts named in GROUP K.

Shenandoah Valley Railroad to nearest station.
Stage or hack to destination.

To resorts named in GROUP L.

Shenandoah Valley Railroad to Waynesboro.
Chesapeake & Ohio Railroad to Staunton. Valley branch, Baltimore & Ohio Railroad to nearest station. Stage or hack to destination.

TO OLD POINT COMFORT, VA.

Shenandoah Valley Railroad to Roanoke.
Norfolk & Western Railroad to Norfolk. Bay Line Steamer to Old Point.

To resorts named in GROUP O.

Shenandoah Valley Railroad to Roanoke.
Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to Unaka. Western North Carolina Railroad to destination.

To resorts named in GROUP P.

Shenandoah Valley Railroad to Roanoke.
Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to Unaka. Western North Carolina Railroad to nearest station. Stage to destination.

FROM NEW YORK, PHILADELPHIA, and P. R. R. points, via Harrisburg.

Pennsylvania Railroad to Harrisburg, Pa.
Cumberland Valley Railroad to Hagerstown.
Thence to destination. (See routes from *Hagerstown, Md.*)

FROM BALTIMORE.

Western Maryland Railroad to Hagerstown.
Thence to destination. (See routes from *Hagerstown, Md.*)

From WASHINGTON and Balt. & Ohio R. R. points, via B. & O.

Baltimore & Ohio Railroad to Shenandoah Junction. Thence to destination. (See routes from *Shenandoah Junction.*)

From WASHINGTON, via Va. Mid. R. R. & Manassas Branch.

Virginia Midland Railroad (Manassas Branch) to Riverton. Thence to destination. (See routes from *Riverton Junction*.)

From WASHINGTON and CHARLOTTESVILLE, via Lynchburg.

To resorts named in GROUP D.

Virginia Midland Railroad to Lynchburg. Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to destination.

To resorts named in GROUP E.

Virginia Midland Railroad to Lynchburg. Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to nearest station. Stage or hack to destination.

To resorts named in GROUP F.

Virginia Midland Railroad to Lynchburg. Norfolk & Western Railroad to destination.

To resorts named in GROUP G.

Virginia Midland Railroad to Lynchburg. Norfolk & Western Railroad to nearest station. Stage or hack to destination.

To resorts named in GROUP N.

Virginia Midland Railroad to Lynchburg. Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to Knoxville. Knoxville & Augusta Railroad to nearest station. Stage or hack to destination.

To resorts named in GROUP O.

Virginia Midland Railroad to Lynchburg. Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to Unaka. Western North Carolina Railroad to destination.

To resorts named in GROUP P.

Virginia Midland Railroad to Lynchburg. Norfolk & Western Railroad to Bristol. East Tennessee, Virginia & Georgia Railroad to Unaka. Western North Carolina Railroad to nearest station. Stage or hack to destination.

From NEW YORK, PHILADELPHIA and BALTIMORE, via Washington.

Pennsylvania Railroad to Washington. Thence to destination. (See routes from Washington, via Virginia Midland Railroad and Lynchburg.)

From DANVILLE, Va., GREENSBORO, RALEIGH, via Greensboro, SALISBURY, CHARLOTTE, Etc., via Danville.

To resorts named in GROUP F.

Richmond & Danville Railroad to Danville. Virginia Midland Railroad to Lynchburg. Norfolk & Western Railroad to destination.

To resorts named in GROUP G.

Richmond & Danville Railroad to Danville. Virginia Midland Railroad to Lynchburg. Nor-

folk & Western Railroad to nearest station. Stage or hack to destination.

To resorts named in GROUP H.

Richmond & Danville Railroad to Danville. Virginia Midland Railroad to Lynchburg. Norfolk & Western Railroad to Roanoke. Shenandoah Valley Railroad to destination.

TO OLD POINT COMFORT, VA.

Richmond & Danville Railroad to Burkeville. Norfolk & Western Railroad to Norfolk. Bay Line Steamer to Old Point.

From CHATTANOOGA, DALTON, CALERA, SELMA, CLEVELAND & KNOXVILLE, and points on line of E. T. V. & G. R. R.

To resorts named in GROUP A.

East Tennessee, Virginia & Georgia Railroad to Bristol. Norfolk & Western Railroad to Roanoke. Shenandoah Valley to Waynesboro. Chesapeake & Ohio to destination.

Or

East Tennessee, Virginia & Georgia Railroad to Bristol. Norfolk & Western Railroad to Lynchburg. Virginia Midland Railroad to Charlottesville. Chesapeake & Ohio to destination.

To resorts named in GROUP B.

East Tennessee, Virginia & Georgia Railroad to Bristol. Norfolk & Western Railroad to Roanoke. Shenandoah Valley Railroad to Waynesboro. Chesapeake & Ohio Railroad to nearest station. Stage to destination.

Or

East Tennessee, Virginia & Georgia Railroad to Bristol. Norfolk & Western Railroad to Lynchburg. Virginia Midland to Charlottesville. Chesapeake & Ohio Railroad to nearest station. Stage or hack to destination.

To resorts named in GROUP D.

East Tennessee, Virginia & Georgia Railroad to destination.

To resorts named in GROUP E.

East Tennessee, Virginia & Georgia Railroad to nearest station. Stage or hack to destination.

To resorts named in GROUP F.

East Tennessee, Virginia & Georgia Railroad to Bristol. Norfolk & Western Railroad to destination.

To resorts named in GROUP G.

East Tennessee, Virginia & Georgia Railroad to Bristol. Norfolk & Western Railroad to nearest station. Stage or hack to destination.

To resorts named in GROUP H.

East Tennessee, Virginia & Georgia Railroad to Bristol. Norfolk & Western Railroad to Roanoke. Shenandoah Valley to destination.

To resorts named in GROUP K.

East Tennessee, Virginia & Georgia Railroad to Bristol. Norfolk & Western Railroad to Roanoke. Shenandoah Valley Railroad to nearest station. Stage or hack to destination.

To resorts named in GROUP L.

East Tennessee, Virginia & Georgia Railroad to Bristol. Norfolk & Western Railroad to Roanoke. Shenandoah Valley Railroad to Waynesboro. Chesapeake & Ohio Railroad to Staunton. Valley branch, Baltimore & Ohio Railroad to nearest station. Stage or hack to destination.

Or

East Tennessee, Virginia & Georgia Railroad to Bristol. Norfolk & Western Railroad to Lynchburg. Virginia Midland Railroad to Charlottesville. Chesapeake & Ohio Railroad to Staunton. Valley branch, Baltimore & Ohio Railroad to nearest station. Stage or hack to destination.

TO OLD POINT COMFORT, VA.

East Tennessee, Virginia & Georgia Railroad to Bristol. Norfolk & Western Railroad to Norfolk. Bay Line Steamer to Old Point.

To resorts named in GROUP N.

East Tennessee, Virginia & Georgia Railroad to Knoxville. Knoxville & Augusta Railroad to nearest station. Hack or stage to destination.

To resorts named in GROUP O.

East Tennessee, Virginia & Georgia Railroad to Unaka. Western North Carolina Railroad to destination.

To resorts named in GROUP P.

East Tennessee, Virginia & Georgia Railroad to Morristown. East Tennessee, Virginia & Georgia Railroad to Unaka. Western North Carolina Railroad to nearest station. Stage or hack to destination.

To resorts named in GROUP R.

East Tennessee, Virginia & Georgia Railroad to Chattanooga. Memphis & Charleston Railroad to nearest station. Stage or hack to destination.

To resorts named in GROUP S.

East Tennessee, Virginia & Georgia Railroad to Bristol. Norfolk & Western Railroad to Roanoke. Shenandoah Valley Railroad to Hagerstown. Cumberland Valley Railroad to destination.

From MEMPHIS, GRAND JUNCTION, CORINTH, and points on line of M. & C. R. R.

To resorts named in GROUP R.

Memphis & Charleston Railroad to nearest station. Stage or hack to destination.

For all other resorts. Memphis & Charleston Railroad to Chattanooga. Thence to destination as indicated in routes from Chattanooga.

From NASHVILLE, Tenn., and line of N. C. & St. L. R. R.

Nashville, Chattanooga & St. Louis Railroad to Chattanooga. Thence to destination as indicated in route from Chattanooga.

From MERIDIAN, YORK, BIRMINGHAM and line of A. G. S. R. R.

Alabama Great Southern Railroad to Chattanooga. Thence to destination as indicated in route from Chattanooga.

From ATLANTA, Ga.

Western & Atlantic Railroad to Dalton. Thence to destination as indicated in Routes from Dalton.

Or

East Tennessee, Virginia & Georgia Railroad to Cleveland. Thence to destination as indicated in routes from Cleveland.

From MACON, Ga., and South-Western Georgia points.

Central Railroad of Georgia to Atlanta. Western & Atlantic Railroad to Dalton.

Or

East Tennessee, Virginia & Georgia Railroad to Cleveland, Tenn. Thence to destination as indicated in routes from Dalton and Cleveland.

From MONTGOMERY and OPELIKA, via Atlanta.

Western Railroad of Alabama to West Point. Atlanta and West Point Railroad to Atlanta. Western & Atlantic Railroad to Dalton.

Or

Western Railroad of Alabama to West Point. Atlanta & West Point Railroad to Atlanta. East Tennessee, Virginia & Georgia Railroad to Cleveland. Thence to destination as indicated in routes from Dalton and Cleveland.

From NEW ORLEANS, MOBILE, PENSACOLA and L. & N. R. R. points, via Atlanta.

Louisville & Nashville Railroad to Montgomery. Western Railroad of Alabama to West Point. Atlanta and West Point Railroad to Atlanta. Western and Atlantic Railroad to Dalton.

Or

Louisville & Nashville Railroad to Montgomery. Western Railroad of Alabama to West Point. Atlanta and West Point Railroad to Atlanta. East Tennessee, Virginia & Georgia Railroad to Cleveland. Thence to destination as indicated in routes from Dalton and Cleveland.

From NEW ORLEANS, MOBILE, PENSACOLA, MONTGOMERY and L. & N. R. R. points, via Calera.

Louisville & Nashville Railroad to Calera, Ala. Thence to destination as indicated in routes from Calera, Ala.

From NEW ORLEANS, VICKSBURG, JACKSON, via Grand Junction.

Illinois Central Railroad to Grand Junction. Thence to destination as indicated in routes from Grand Junction.

In addition to the direct routes of travel given in the foregoing ITINERARY, which are in all cases the same in each direction, the entirely new feature in Southern Summer Excursion Travel of

VARIABLE ROUTES,

by which tourists going from home by one line may return by another, has been arranged; this being by reason of the extensive mileage of the

Virginia, Tennessee & Georgia Air Line,

traversing large areas of diverse territory—an entirely practicable arrangement within its own control.

These Variable Route Tickets embrace all or portions only of the Scenic Attractions and Summer Resorts of the Line, according to the TASTE, TIME and MEANS of intending tourists, and are obtainable during the Excursion Season at the offices of the Line, or initial companies at interest, in the following cities:

BALTIMORE.—Western Maryland Railroad, Hillen Station, Fulton Station, Pennsylvania Avenue Station, at 133 West Baltimore Street. Geigan & Co., ticket agents.

Baltimore & Ohio Railroad, Camden Station and corner Baltimore and Calvert streets.

Baltimore Steam Packet Company, 157 West Baltimore street. W. H. Fitzgerald, agent.

WASHINGTON.—Baltimore & Ohio Railroad, Depot ticket office and 601 Pennsylvania avenue.

Virginia Midland Railroad ticket office, 601 Pennsylvania avenue. N. McDaniel, ticket agent.

HARRISBURG.—Ticket office of Cumberland Valley Railroad.

HAGERSTOWN.—Ticket office of Shenandoah Valley Railroad. Charles Feldman, ticket agent.

LURAY.—Ticket office of Shenandoah Valley Railroad. M. Spitzer, ticket agent.

WAYNESBORO.—Ticket office of Shenandoah Valley Railroad. A. M. Finch, ticket agent.

NORFOLK.—Under Atlantic Hotel. W. T. Walke, ticket agent.

At Depot, Norfolk & Western Railroad. J. F. Cecil, agent.

NEW YORK.—At office of the Line, 303 Broadway. Geo. M. Huntington, agent.

BOSTON.—At office of the Line, 290 Washington street. C. P. Gaither, agent.

LYNCHBURG.—Norfolk & Western Railroad Depot ticket office. W. S. Bradley, ticket agent.

PETERSBURG.—Norfolk & Western Railroad Depot ticket office. H. V. L. Bird, agent.

RICHMOND.—At 1000 Main street. A. W. Garber & Co., ticket agents.

ROANOKE.—Norfolk & Western and Shenandoah Valley Railroad Depot ticket office. T. H. Bransford, agent.

KNOXVILLE.—East Tennessee, Virginia & Georgia Railroad Depot ticket office.

CHATTANOOGA.—East Tennessee, Virginia & Georgia Railroad Depot ticket office. J. H. Peebles, ticket agent.

MEMPHIS.—Memphis & Charleston Railroad Depot ticket office. Also Main street ticket office. Barney Hughes, ticket agent.

ATLANTA.—East Tennessee, Virginia & Georgia Railroad Depot ticket office. Jack W. Johnson, ticket agent.

MACON.—East Tennessee, Virginia & Georgia Railroad Depot ticket office. R. T. Reynolds, ticket agent. Also at 102 Mulberry street. Burr Brown, ticket agent.

JACKSONVILLE.—Savannah, Florida & Western Railroad ticket office, West Bay street. J. E. Drayton, ticket agent. And office of the Line, corner Bay and Hogan streets. B. H. Hopkins, passenger agent.

SELMA.—East Tennessee, Virginia & Georgia Railroad at Depot ticket office. T. H. Lavender, ticket agent.

MERIDIAN.—East Tennessee, Virginia & Georgia Railroad at Depot ticket office. E. Berney, ticket agent.

DIRECTORY OF AGENCIES,

WHERE THROUGH TICKETS—BOTH STRAIGHT AND ROUND-TRIP
SUMMER EXCURSION—ARE SOLD, INFORMATION GIVEN, TIME-
CARDS FURNISHED, AND SLEEPING-CAR BERTHS AND
SECTIONS RESERVED TO ALL POINTS ON
OR VIA THE RAILWAYS OF THE

VIRGINIA, TENNESSEE & GEORGIA AIR LINE.

IN THE NORTH AND EAST.

BOSTON, at No. 3 Old State House; 205, 211, 214, 232 and 322 Washington Street; and at the Depots of the New York Lines, and office of Line, 290 Washington Street.

Also, at Railroad Ticket Offices at Providence, Worcester, Springfield, Hartford, New Haven, Bridgeport, Stamford, etc.

NEW YORK, at No. 1 Astor House; No. 8 Battery Place; 315, 435, 849 and 943 Broadway; 168 East 125th Street; Depots foot of Desbrosses and Cortlandt Streets, and office of Line, 303 Broadway.

BROOKLYN, at No. 4 Court Street, and office of Brooklyn Annex, foot of Fulton Street.

JERSEY CITY, at Penn. R. R. Depot Ticket Office; also, at Passenger Station Ticket Offices, Penn. R. R., at Newark, Elizabeth, Rahway, New Brunswick, and Trenton, N. J.

PHILADELPHIA, at Nos. 838, 1100 and 1348 Chestnut Street; and at Depot, Broad and Market Streets; also, at R. R. Ticket Offices Penn. R. R., at Germantown, Pa., Chester, Pa., Wilmington, Del.

And at Coupon Ticket Offices of all lines connecting at Harrisburg, Washington, Hagerstown and Shenandoah Junction.

HARRISBURG, at Ticket Office, Cumberland Valley R. R.

PITTSBURG, at Depot Ticket Offices.

BALTIMORE, at Ticket Office, Western Maryland R. R., 133 West Baltimore Street; at Depot Western Maryland R. R., and office of Line, 157 West Baltimore Street.

WASHINGTON, at Depot of the Baltimore & Ohio R. R.; at Depot Penn. R. R.; also, at 601 Penn. Avenue.

NORFOLK, at office, W. T. Walke, Ticket Agent, under Atlantic Hotel; also, at Depot N. & W. R. R.

RICHMOND, at Depot Richmond & Petersburg, Richmond & Danville, and Richmond & Alleghany R. Rs.; also, at 1000 Main Street, A. W. Garber & Co., General Agents.

HAGERSTOWN, MD., at Ticket Office, Shenandoah Valley R. R.

ROANOKE, VA., at Depot S. V. R. R., and Norfolk & Western Railroads.

IN THE SOUTH AND SOUTHWEST.

ATLANTA, GA., at Ticket Office Depot East Tenn., Va. & Ga. R. R., and W. & A. R. R. Ticket Office.

CHATTANOOGA, TENN., at Depot Ticket Office E. T. V. & G. R. R.

MACON, GA., at Depot Ticket Office and at 102 Mulberry Street.

JACKSONVILLE, FLA., at Ticket Office S. F. & W. R. R., and office of Line, corner West Bay and Hogan Streets.

ST. AUGUSTINE, FLA., Ticket Office S. F. & W. R. R.

SAVANNAH, GA., at Ticket Office S. F. & W. R. R., and Central R. R. of Ga.

VICKSBURG, MISS., at Depot Ticket Office V. & M. R. R.

MERIDIAN, MISS., at Depot Ticket Office E. T. V. & G. R. R.

SELMA, ALA., at Depot Ticket Office E. T. V. & G. R. R.

MONTGOMERY, ALA., at Depot of West Ala. R. R., and L. & N. R. R.

MOBILE, ALA., at Ticket Office Battle House, and Depot Ticket Offices L. & N. R. R. and M. & O. R. R.

NEW ORLEANS, LA., at Ticket Offices and Depots of L. & N. R. R., Illinois Central R. R., and office of Line, No. 9 St. Charles Street.

GALVESTON, TEXAS, at 116 Tremont Street, and Depot Ticket Offices G. H. & H. R. R.

HOUSTON, TEXAS, at Depot Ticket Offices T. & N. O. R. R., and I. & Gt. N. R. R.

SAN ANTONIO, TEXAS, at Ticket Office and Depot of G. H. & S. A. R. R.

MEMPHIS, TENN., at Main Street Ticket Office, Barney Hughes, Ticket Agent—and Depot M. & C. R. R.

LITTLE ROCK, ARK., at Depot Ticket Office M. & Little Rock R. R.

TEXARKANA, TEXAS, at Depot Ticket Office St. L. & I. Mt. R. R.

DALLAS, TEXAS, at Depot Ticket Office Texas & Pacific R. R.

And at Ticket Offices of all connecting lines.

LIST OF AGENTS

OF THE

VIRGINIA, TENNESSEE & GEORGIA AIR LINE,

WHO WILL FURNISH SUMMER TOURISTS GUIDE BOOKS, TIME TABLES,
AND ALL INFORMATION OF RATES, ROUTES, TICKETS,
SLEEPING-CAR RESERVATIONS, ETC., ETC.

C. P. GAITHER, Agt.	290 Washington Street, Boston, Mass.
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GEO. M. HUNTINGTON, N. Y. Pass. Agt.	303 Broadway, New York.
B. H. FELTWELL, Pass. Agt.	838 Chestnut Street, Philadelphia, Pa.
W. R. ESMER, Pass. Agt.	Hagerstown, Md.
W. H. FITZGERALD, Agt.	157 W. Baltimore Street, Baltimore, Md.
ALLEN HULL, Pass. Agt.	Lynchburg, Va.
T. H. BRANSFORD, Agt.	Roanoke, Va.
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J. M. SUTTON, Pass. Agt.	Chattanooga, Tenn.
S. H. HARDWICK, Traveling Pass. Agt.	Atlanta, Ga.
JAMES MALOY, Pass. Agt.	Atlanta, Ga.
R. F. REYNOLDS, Tkt. Agt.	Macon, Ga.
B. H. HOPKINS, Pass. Agt.	Cor. Bay and Hogan Streets, Jacksonville, Fla.
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J. C. ANDREWS, S. W. Pass. Agt.	5 St. Charles Street, New Orleans, La.
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J. GOTHARD, Asst. Gen. Pass. Agt.	Knoxville, Tenn.
JOHN J. GRIFFIN, Asst. Gen. Pass. Agt.	Atlanta, Ga.
T. S. DAVANT, Asst. Gen. Pass. Agt.	Memphis, Tenn.
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A. POPE, *Gen. Pass. and Tkt. Agt.*



Announcements.

THE VIRGINIA, TENNESSEE & GEORGIA AIR-LINE.

THE RAILWAYS AND CONNECTIONS OF THIS SYSTEM FORM

THE SHENANDOAH VALLEY ROUTE, Via HAGERSTOWN, LURAY, ROANOKE,

THROUGH THE LOVELY

VALLEY OF THE SHENANDOAH,

With its Wealth of Scenic Beauty, not Surpassed the World over.

PERFECT PULLMAN CAR SERVICE. DOUBLE DAILY TRAINS.

THE KENNESAW ROUTE

Via LYNCHBURG, BRISTOL, DALTON,

The Old-Established and Favorite Through-Car Line between the North and South.

**PULLMAN SLEEPERS BETWEEN WASHINGTON AND NEW ORLEANS
WITHOUT CHANGE.**

THE FLORIDA SHORT LINE,

Via ATLANTA, MACON, JESUP,

The Popular Route between the East and West, and the "Land of the Long-Leafed Pine" and "Magnolia Bloom."

THE ONLY LINE RUNNING PULLMAN SLEEPING CARS

FROM JACKSONVILLE

ALL THE YEAR ROUND.

THE CHICKASAW ROUTE,

Via MEMPHIS, GRAND JUNCTION, CHATTANOOGA,

72 Miles Shorter than any Line between TEXAS points and CHATTANOOGA.

PULLMAN SLEEPING CARS BETWEEN MEMPHIS AND LYNCHBURG

WITHOUT CHANGE.

HENRY FINK,

Genl. Manager.

A. POPE,

Genl. Pass. and Tkt. Agt.

THE SHENANDOAH VALLEY ROUTE,

BETWEEN THE
NORTH and EAST, SOUTH and SOUTHWEST.

A NEW TRUNK LINE PASSENGER HIGHWAY, with Unsurpassed

THROUGH PULLMAN-CAR SERVICE.

And Perfect Transportation Facilities, traversing the most prosperous sections of the Southern States, upon Railways of

UNIFORM EXCELLENCE, SUPERIOR EQUIPMENT AND
COMMON MANAGEMENT,

UNITING

NEW YORK, PHILADELPHIA, BALTIMORE,
HARRISBURG, WASHINGTON

AND

KNOXVILLE, CHATTANOOGA, MEMPHIS, LITTLE ROCK,
ATLANTA, MONTGOMERY, MOBILE, NEW ORLEANS,
JACKSONVILLE, and all points South and Southwest,
UPON LINES OF COMMON INTEREST.

ALONG THIS ROUTE, OR MOST ACCESSIBLE THEREBY, ARE

HEALTH RESORTS AND SCENIC ATTRACTIONS OF ENDURING VALUE.

The SHENANDOAH VALLEY, its continuous physical beauty and scenes of historic interest ; the wonderful CAVERNS OF LURAY ; the NATURAL BRIDGE OF VIRGINIA ; the noted VIRGINIA SPRINGS ; the WARM SPRINGS of NORTH CAROLINA, and the unrivaled scenery of WESTERN NORTH CAROLINA ; ASHEVILLE and the FRENCH BROAD ; the charming resorts of EAST TENNESSEE ; the renowned Winter tourist points of SOUTH GEORGIA and FLORIDA ; with a reorganized and recreated hotel service *en route* :

The Luray Inn, the Natural Bridge Hotel, the Hotel Roanoke, &c.,

Assuring a personal comfort hitherto unattained in a Southern traveler's progress.

In due season Excursion Rates, Tickets, and arrangements to all the Wonderful Resorts along the line will be perfected, adapted to the tastes and means of all classes of Summer Tourists.

For Tickets, Time-Cards, Guide Books, Sleeping-Car Reservations, and all information, inquire at all Pennsylvania Railroad or other leading Railway Ticket Offices North and East, or at the Eastern Offices of this line :

104 Fourth Avenue, PITTSBURG, Pa.
290 Washington Street, BOSTON, Mass.
303 Broadway, NEW YORK.
838 Chestnut Street, PHILADELPHIA.

157 West Baltimore Street,	} BALTIMORE.
Western Maryland Railroad,	
Cumberland Valley Railroad, HARRISBURG, Pa.	
Shenandoah Valley Railroad, HAGERSTOWN, Md.	

A. POPE, *General Passenger and Ticket Agent,*
LYNCHBURG, VA.

NORFOLK & WESTERN RAILROAD, SHENANDOAH VALLEY RAILROAD,

CONSTITUTING A PART OF THE POPULAR

VIRGINIA, TENNESSEE & GEORGIA AIR LINE.

THE THROUGH FREIGHT ROUTE

BETWEEN

Boston and New England points, New York,
Philadelphia, Baltimore, Reading, Pitts-
burg, Wilmington, Del., etc.

— AND —

Knoxville, Chattanooga, Nashville, Memphis,
Atlanta, Macon, Selma, Montgomery,
Mobile, New Orleans, Vicksburg,
& trans-Mississippi points.

In addition to the advantages heretofore offered for shipments by rail and water,

Via NORFOLK,

The SHENANDOAH VALLEY RAILROAD opens a

NEW ALL-RAIL ROUTE,

Via ROANOKE.

THROUGH RATES, THROUGH CARS, THROUGH BILLS OF LADING

For rates and information apply to Agents of the VIRGINIA, TENNESSEE
& GEORGIA AIR LINE in the principal cities.

O. H. ROYER,
Division Freight Ag't,
S. V. RR.,
HAGERSTOWN, Md.

CHAS. P. HATCH,
Gen. Freight Ag't,
N. & W. and S. V. RRs.
LYNCHBURG, Va.

W. A. CARPENTER,
Asst. Gen. Freight Ag't,
N. & W. RR.
LYNCHBURG, Va.

THE GREAT SOUTHERN MAIL AND
KENNESAW ROUTE

Via ATLANTA, DALTON, LYNCHBURG.

The Old-established and Favorite Through Car Line between the North and South.

By this line Pullman Palace Cars are run between Washington and New Orleans,
 via Lynchburg, Knoxville, Atlanta, Montgomery and Mobile

+ WITHOUT CHANGE. +

IN CONNECTION WITH

THE STAR AND CRESCENT LINE FROM NEW ORLEANS

KENNESAW ROUTE FORMS THE

Short and Quick Line between all Texas points, Mexico & California,
 AND THE EAST.

PULLMAN PALACE SLEEPING CARS RUN DAILY BETWEEN
NEW ORLEANS TO SAN FRANCISCO WITHOUT CHANGE,

Via Houston, San Antonio, El Paso, Deming and Los Angeles,

Thus making **ONLY ONE CHANGE** between California points and
 Washington—a journey of **3,710 MILES.**

CONNECTIONS ALSO WITH TEXAS & PACIFIC RAILROAD,

Leaving New Orleans 10.20 A. M. for SHREVEPORT, DALLAS, FORT WORTH, EL PASO
 and all Northeastern and Western Texas,

MEXICO AND CALIFORNIA.

One of the Elegant Iron Steamships of the Morgan Line leaves Morgan City for Vera Cruz and
 Mexico on 1st and 16th, and Galveston, 2d and 17th of each month.

ONLY 60 HOURS FROM GALVESTON, and ONLY 80 HOURS FROM NEW ORLEANS TO VERA CRUZ,

With connections for TAMPICO, TUXPAN and JALAPA, MEXICO and FRONTERO,
 CAMPECHE and PROGRESO, CENTRAL AMERICA.

Steamers of Morgan Line also leave NEW ORLEANS every Thursday for KEY WEST and
 HAVANA, arriving at Havana early the following Monday morning, avoiding many of the dis-
 comforts incident to a long sea voyage from Northern points, especially disagreeable during the
 Winter season.

A. POPE, General Passenger and Ticket Agent, Norfolk & Western and East
 Tennessee, Virginia & Georgia Railroads.

M. SLAUGHTER, General Passenger Agent, Virginia Midland Railroad.

B. W. WRENN, General Passenger Agent, Western & Atlantic Railroad.

CHICKASAW ROUTE.

MEMPHIS & CHARLESTON RAILROAD.

**Double Daily Trains between CHATTANOOGA
and ARKANSAS and TEXAS points.**

The running time of the trains of this road between Chattanooga and Memphis
is from **4 to 7 HOURS QUICKER** than those of any other line.

NO CHANGE OF CARS BETWEEN CHATTANOOGA and LITTLE ROCK.

ONLY LINE RUNNING SOLID TRAINS THROUGH FROM CHATTANOOGA TO MEMPHIS.

Close connection made at Argenta for **FORT SMITH** and points on the line
of the **Little Rock and Fort Smith Railway.**

By the recent opening of the "**FRISCO LINE**" Direct All-rail Connection is
now made by this route to

THE FAMOUS EUREKA SPRINGS,

Enabling passengers to reach this point **Twenty-four Hours Quicker** than
they have been able to do heretofore.

ABSOLUTELY THE SHORTEST LINE, BY MANY MILES, TO ALL POINTS IN

Arkansas, Middle and Northern Texas.

THE RECENT COMPLETION OF THE

SOUTHERN PACIFIC RAILWAY,

CONNECTING WITH THE TEXAS PACIFIC AT EL PASO,

MAKES THIS

ABSOLUTELY THE SHORTEST ROUTE TO SAN FRANCISCO.

The uniform loveliness of the climate and the attractive agricultural and
scenic features of the sections of country traversed by this

NEW SHORT ROUTE TO CALIFORNIA,

RENDER IT BY FAR THE MOST DESIRABLE TRANS-CONTINENTAL ROUTE

T. J. DAVANT,
Asst. Gen. Passenger Agent.

A. POPE,
Gen. Passenger & Ticket Agent.

The Florida Short Line.

EAST TENNESSEE, VIRGINIA & GEORGIA RR.

ATLANTA, MACON, JESUP.

The Tourists' Favorite Route.

115 MILES SHORTER BETWEEN ATLANTA AND JACKSONVILLE THAN ANY LINE VIA SAVANNAH.

Between JACKSONVILLE and CINCINNATI without change.
Quickest time via JESUP.


Between JACKSONVILLE and ATLANTA without change.
Quickest time via JESUP.

Between ATLANTA and NASHVILLE without change. Quickest time via JESUP.

Between ATLANTA and LOUISVILLE without change.
Quickest time via JESUP.

Between ATLANTA and WASHINGTON without change—
via KENNESAW ROUTE—makes practically **no change of cars** from
Jacksonville to Washington, as these cars are hauled on **same train**.

To NEW YORK via THE SHENANDOAH VALLEY ROUTE,
equivalent to **no change of cars** from Jacksonville, as the only two
actual changes via this route are made by stepping from one car to another
on **same train**.

 The Through Pullman Car Service of the EAST TENNESSEE, VIRGINIA & GEORGIA RAILROAD.—“The Jesup and Atlanta Short Line”—is not offered as experimental for a few months, but is again presented as a **PERMANENTLY ESTABLISHED SUCCESS**.

THE STANDARD THROUGH CAR LINE.

THE ONLY LINE RUNNING PULLMAN SLEEPERS TO AND FROM FLORIDA
AND THE NORTHWEST ALL THE YEAR ROUND.

A. POPE, *Gen. Passenger and Ticket Agt.*

THE OLD DOMINION STEAMSHIP LINES.

TO SUMMER RESORTS:

Old Point Comfort, Hygeia Hotel, Virginia Springs, Rehoboth Beach, Del.

FINE OCEAN STEAMSHIPS:

ROANOKE (new), 2,354 tons. GUYANDOTTE (new), 2,354 tons.
 OLD DOMINION, 2,020 tons. WYANOKE, 2,020 tons.
 MANHATTAN, 1,525 tons. BREAKWATER, 1,044 tons.
 RICHMOND, 1,437 tons.

PROPOSED SAILINGS.

LEAVE NEW YORK, from Pier 26 N. R. (NEW NO.),
 EVERY TUESDAY, THURSDAY AND SATURDAY, at 3 P. M.,

FOR NORFOLK, PETERSBURG & RICHMOND, VA., DIRECT.

LEAVE RICHMOND,

SUNDAY, TUESDAY AND FRIDAY, AT HIGH WATER.

(SEE RICHMOND DAILY PAPERS.)

LEAVE NORFOLK,

MONDAY, WEDNESDAY AND SATURDAY AT 6 P. M.

CONNECTING

At Norfolk with the Company's and Bay Line Boats for FORTRESS MONROE, OLD POINT COMFORT, HAMPTON &c., and with the NORFOLK & WESTERN RAILROAD for the VIRGINIA SPRINGS; At Portsmouth with SEABOARD AIR LINE and ATLANTIC COAST LINE; At Richmond with CHESAPEAKE & OHIO RAILWAY for WHITE SULPHUR and other famous MINERAL SPRINGS of West Virginia.

THROUGH TICKETS AT LOWEST RATES.

Steamers on Delaware division leave New York daily, in Summer, except Saturday, at 4 P. M. (until about September 10th; after that date Monday, Wednesday and Friday, at 3 P. M.), for Lewes, Del., opposite Cape May, connecting with Junction and Breakwater Railroad for Rehoboth Beach, (five miles distant), a Watering Place unrivaled on the coast for its Bathing and other attractions.

THROUGH TICKETS, AND BAGGAGE CHECKED TO DESTINATION.

Baggage called for at Residence, on Notice Given at office, 944 Broadway.

These Steamers are fitted with every appliance for safety and comfort of passengers, and form an easy, cool, and delightful route to the Watering Places of Virginia, Delaware, and the South. Tickets and full information can be obtained at prominent Hotels, 207, 229, and 303 Broadway, Pier 26 North River foot of Beach Street, and at General Offices of the Company, No. 235 West Street, corner of Beach Street, opposite the Company's Pier (26 N. R., New No.)

W. H. STANFORD, *Secretary.*

WESTERN MARYLAND RAILROAD,

CONNECTING WITH THE

VIRGINIA, TENNESSEE & GEORGIA AIR LINE,

"Shenandoah Valley Route," at HAGERSTOWN,

AND WITH THE

PENNSYLVANIA RAILROAD

At UNION STATION, BALTIMORE.

Magnificent Scenery,

Grand Panorama

Of 2,000 SQUARE MILES of the CUMBERLAND and SHENANDOAH VALLEYS

VIEWED FROM THE CAR WINDOWS.

PASSENGER EQUIPMENT FIRST CLASS.

Unequaled Attractions to Excursionists, Tourists and those
seeking SUMMER RESORTS.

THE ALL-RAIL FREIGHT ROUTE

BETWEEN

Baltimore and Southern and Southwestern points.

THROUGH BILLS OF LADING.

AMPLE ELEVATOR AND WHARFAGE FACILITIES AT TIDEWATER.

FREIGHT RECEIVED AND DELIVERED IN BALTIMORE at Hillen
and Fulton Stations, Canton and Jackson's Wharf.

BALTIMORE TICKET OFFICES—Hillen, Union, Pennsylvania Avenue
and Fulton Stations, and 133 West Baltimore Street.

B. H. GRISWOLD,

Gen. Ticket and Passenger Agt.

J. M. HOOD,

General Manager.

Roanoke City.

ROANOKE CITY, at the junction of the Shenandoah Valley and Norfolk & Western Railroads, is located in the finest portion of Virginia, 53 miles west from Lynchburg, in a high and rolling country, with beautiful mountain scenery and unsurpassed climate.

The "Hotel Roanoke," erected by the Roanoke Land & Improvement Co., offers travelers first-class accommodations, being newly furnished and fitted out with all the comforts and conveniences of a first-class hotel and is under the best of management. Visitors will be within a short ride of the following places of interest: Blue Ridge Springs, Roanoke Red Sulphur, Peaks of Otter, Natural Bridge, Montgomery White, Yellow Sulphur, New River White and Alleghany Springs; also the celebrated and wonderful Caverns of Luray.

Roanoke is destined to be one of the large cities of the South, being located in the centre of a large iron belt. Furnaces, Steel works, Factories, Machine Shops and numerous other industrial enterprises are now locating here. The population of the town has increased about 4,000 within the last year.

The Land Company is erecting many substantial dwellings and have many choice lots for sale for residences and business purposes.

For further information, address

J. B. AUSTIN, *President*,

ROANOKE LAND AND IMPROVEMENT CO., Roanoke. Va.

OCEAN VIEW HOTEL

OCEAN VIEW, VA.

SITUATED ON THE BEACH BETWEEN CAPES HENRY AND CHARLES, and twenty minutes' ride by railroad from Norfolk, Va.

IN FULL VIEW OF THE OCEAN, OVER A FINE GRASS LAWN EXTENDING TO THE BEACH.

Handsomely Furnished, Electric Bells, and everything first-class.

FISHING AND BATHING

NOT SURPASSED ON THE ATLANTIC COAST.

EIGHT TRAINS TO AND FROM NORFOLK DAILY

The undersigned assures the public that OCEAN VIEW will be kept first-class in every particular, and every possible effort will be made to add continually to the comfort of guests.

BOARD — \$2.50 PER DAY, \$14 PER WEEK, \$45 PER MONTH,

AND SPECIAL ARRANGEMENTS FOR LARGE PARTIES.

Letters or telegrams to J. A. KENNEDY, Ocean View, Va., will receive prompt attention. BOATS and FISHING TACKLE, with good attendants, always on hand; also BILLIARD SALOON and BOWLING ALLEYS for amusement of visitors. Handsome Dancing Pavilion, and BRASS AND STRING BAND OF MUSIC engaged for the season.

J. A. KENNEDY, *Proprietor*.

NEW ATLANTIC HOTEL



NORFOLK, VA.

R. S. DODSON,

PROPRIETOR.

THE ATTENTION OF INVALIDS AND PLEASURE TRAVELERS is called to the inducements offered for a few days' or weeks' sojourn in Norfolk at the ATLANTIC HOTEL, renovated and enlarged, rendering it one of the handsomest structures in the South, possessing all the modern improvements, including first-class Passenger Elevator, Electric Bells, Suites of Rooms with Hot and Cold Baths, and a very handsome Dancing Pavilion. This Hotel is believed to be one of the very best houses to be found south of New York, with large and airy rooms, elegantly furnished, and a well-kept table where all the luxuries for which Norfolk is justly celebrated are provided. It is thought to be only necessary to state that special effort will be made by the Proprietor to afford every possible comfort and attention to guests who may favor him with a visit, to induce many persons not to pass by this "City by the Sea." The climate of Norfolk cannot be surpassed, and the attractions of its vicinity are sure to afford ample subjects of interest.

TERMS. \$2.50 AND \$3.00 PER DAY.

Liberal arrangements made with parties by the month. Letters or telegrams to R. S. DODSON will receive prompt attention.

HOTEL WARWICK

NEWPORT NEWS, VA.

HENRY P. STEVENS, Manager.



HOTEL WARWICK is delightfully located on the river bank at Newport News, nine miles above Old Point Comfort. The marine view from this point is one of the finest on the coast. A constant breeze from the water prevails in Summer, giving cool nights and comfortable days. A gently sloping sandy beach is found in front of the Hotel Park, from which bathing may be indulged in without the slightest danger. Boating, hunting and fishing may be enjoyed during the season. Trains and boats connect with Old Point and Fortress Monroe at convenient hours during the day, giving a variety of entertainment to pleasure seekers.

HOTEL WARWICK is built of brick, and is provided with all modern appliances for the comfort and safety of guests. Its beds are luxurious and its table excellent.

PURE WATER FROM AN ARTESIAN WELL

is a special feature, which, together with perfect drainages, makes HOTEL WARWICK a safe as well as a pleasant resort.

Application for rooms addressed to the Manager at NEWPORT NEWS will receive prompt attention.

Further information relative to Newport News and HOTEL WARWICK may also be obtained from C. B. ORCUTT, General Agent of the Old Dominion Land Company, No. 22 Pine Street, New York.

The Great Cure for Dyspepsia.



AMONG THE MANY ATTRactions of the Mountains of Virginia, and in the midst of their wild and grand scenery, 1,300 feet above the level of the sea, the traveler will find a delightful retreat known as

BLUE RIDGE SPRINGS.

The delightful temperature, grandeur of mountain scenery, purity of the air and medicinal virtue of the water make this a charming place to sojourn during the Summer. Although but a recent aspirant for public favor, it has already taken rank with the older Summer resorts, and the bottled water is now shipped to all parts of the Union, bestowing its blessings upon those who are unable to leave home.

MEDICINAL EFFECTS.

The following has been compiled, in part, from a notice of the waters by Dr. Moorman, physician for so many years at the old Greenbrier White Sulphur, and author of the well-known work on the Mineral Springs of Virginia :

"The medicinal effects of the water are mildly laxative or actively purgative, according to the quantity used and the excitability of the bowels. As a laxative, they are vastly superior in chronic diseases to the ordinary drugs of the apothecary. Principally in this, that the invalid may keep up an action for a number of days without suffering that general debility or loss of appetite which is so apt to occur from a similar course of purgative medicine."

ANALYSIS.

In an analysis of the waters of the BLUE RIDGE SPRINGS, made by Dr. F. A. Genth, Consulting Chemist and Geologist, No. 108 Arch Street, Philadelphia, the following valuable exhibit was made :

In one gallon of water, containing 241 cubic inches, there was found. in round numbers, 160 grains of minerals in solution. The exact result stood thus :

IN ONE GALLON OF WATER THERE WAS OF

Silicic acid.....	1.2629 grains	Sulphate of lime.....	100.2174 grains
Alumina.....	.1402 "	Sulphate of soda.....	.9741 "
Bicarbonate of iron.....	.4088 "	Sulphate of potash.....	.4056 "
Bicarbonate of magnesia.....	3.0100 "	Chloride of sodium.....	.2503 "
Bicarbonate of lime.....	5.4383 "		
Sulphate of magnesia.....	47.5566 "	Total.....	159.6642 "

Prices of Water : Five-gallon boxed demijohns, \$3 ; cases containing twelve half-gallon bottles, \$4. Location : Immediately by the line of Norfolk and Western Railroad, 41 miles west of Lynchburg, 12 miles east of Roanoke. Terms : Per day, \$2.50 ; week, \$14. Special rates for season. Four weeks constitute a month.

PHIL F. BROWN, Proprietor,
Late of the Markham Exposition Hotel, Atlanta, Ga.

1883.

COYNER'S

1883.

WHITE AND BLACK SULPHUR SPRINGS.

THIS WELL-KNOWN WATERING PLACE, situated in Botetourt County, Virginia, on the line of and in full view of the NORFOLK AND WESTERN RAILROAD, is

OPEN FOR THE RECEPTION OF VISITORS.

Since the last season new porches have been erected to the Hotel, and the Cottages put in thorough repair.

Persons leaving BALTIMORE, WASHINGTON, RICHMOND, NORFOLK and PETERSBURG, will arrive the same evening at the Springs; those coming from the South, and West reach the Springs in about six hours from Bristol.

Visitors desiring to stop, by informing the conductor when they strike the Norfolk & Western Railroad of the fact, will be landed at the platform

IMMEDIATELY OPPOSITE TO THE SPRINGS.

—+NO STAGING.—

The Hotel being about two hundred yards from the platform makes it

A VERY DESIRABLE RESTING PLACE

for persons from the South going North or returning home. Desiring to make this place a resort for Families, where they can enjoy

HOME COMFORTS,

no trouble nor expense will be spared to render it PLEASANT AND AGREEABLE TO GUESTS.

THERE ARE

FIVE SULPHUR SPRINGS,

The medical qualities of which are so generally and favorably known that it is deemed unnecessary to speak of their virtues.

~~~~~  
BOARD: Per Day, \$2; per Week, \$10; per Month, of four weeks, from \$25 to \$35, according to location and accommodations.  
~~~~~

WM. H. FRY, General Manager.

POST-OFFICE—BONSACK'S, ROANOKE COUNTY, VIRGINIA.

CLASSICAL AND SCIENTIFIC COURSES FOR DEGREES.

Also, good advantages in Partial, Business, and Preparatory Courses. Curriculum full and standard high. French and German spoken. English prominent.

LIBRARY 16,000 VOLUMES.

ROANOKE COLLEGE,
SALEM, VIRGINIA.



Roanoke River and Valley.

Alleghany Mountains.

West Hall.

Main Building.

East Hall.

Library.

(Buildings of brick; entire front, 313 feet; from Main Building to Front Entrance, 292 feet.)

THIRTY-FIRST SESSION BEGINS SEPTEMBER 12, 1883.

EXPENSES for Nine Months (including College Fees, Board, Fuel, Lights and Washing), \$149, \$176, or \$204. Increasing patronage from many States.

For Catalogue, &c., address

JULIUS D. DREHER, *President.*



ROANOKE RED SULPHUR SPRINGS.

ACCOMMODATIONS FOR 200 GUESTS.

BOARD—\$35 for Four Weeks; Seven Days, \$12; One Day, \$2.50.

TEN MILES FROM SALEM, VA. TWELVE MILES FROM ROANOKE CITY.

COOL, DRY, ELEVATED. NO FOGS OR DAMPNES.

Opens 15th Day of May, Each Year.

LIVERY; BILLIARD AND BOWLING SALOONS; EXCELLENT BAND OF MUSIC,
LARGE BALL-ROOM, &c. GOOD ROAD, GRAND SCENERY, FINE
TROUT FISHING, GOOD HUNTING GROUNDS.

HACK LEAVES LAKE SPRING, SALEM, EVERY DAY FOR THE SPRINGS.
INVALIDS WILL BE FURNISHED EASY-GOING VEHICLES.

Clerk, L. W. WISE.

Eating and Linen Department, Mrs. E. W. SHIELDS, formerly of Christiansburg, Va.

SULPHUR, CHALYBEATE, FREESTONE and LIMESTONE WATERS.

We herewith desire to invite your attention to the advantages and attractions of this Watering Place, which has, for a number of years, been so favorably known both for its Curative Virtues and its pleasant and healthful surroundings

AS A DELIGHTFUL SUMMER RESORT.

All the comforts and enjoyments of first-class watering places are to be found here. It is one of the most desirable Summer Resorts to be found in the Mountains of Virginia. This water is highly prized for its Medical Virtues, and is gen-

ROANOKE RED SULPHUR SPRINGS—(Continued).

erally conceded to be one of the best mineral waters in Virginia. Numerous cases of chronic diseases have been relieved by its use. Those seeking health, pleasure and comfort would do well to spend the Summer here.

TELEPHONE CONNECTION WITH RAILROAD.

For families it has many advantages, the Cottages have connecting rooms, with fire-places in each room, and thoroughly ventilated. The lawn is very large and very dry, and well shaded, and no dangerous places for children, and no railroads to annoy. The Cottages have two, four, six and twelve rooms, separated sufficient distance to make them desirable.

LOCATION.—These Springs are situated in Roanoke County, ten miles north of Salem, Va., under the shadows of some of the outlying ranges of the Alleghanies, surrounded by a beautiful and luxuriant growth of native trees and evergreens, with spacious grounds and an elevation of 2,200 feet above sea level. In consequence of this elevation the grounds are well drained. The pure, fresh and invigorating air from the mountain heights, the high and dry location of the Springs is highly appreciated by those desiring a change for purpose of health, novelty, recreation, and to get rid of the wearing activities of business life. Ample arrangements for all ordinary amusements. Taken altogether these Springs are a delightful Summer Resort for families.

BATHS convenient; hot and cold baths and new water-closets added this season.

TABLE.—The table will be supplied with the best the market affords.

MUSIC.—There will be in attendance an excellent band of music.

MAILS.—There is a daily mail to the Springs. Visitors should have their mail addressed ROANOKE RED SULPHUR SPRINGS, *via* SALEM, VA.

LIVERY.—There will be run, in connection with the place, a good livery and line of hacks. Visitors will be met at Salem Depot by Lake Spring Omnibus. Conveyances can be had at Roanoke or Salem at reasonable prices.

TESTIMONIALS.

The claims of the Roanoke Red, as a therapeutical agent, were for many long years known to Dr. John H. Griffin, of Salem, Va., who wrote as follows:

"The public are aware that these waters, which, have now for the first time been analyzed, have already acquired, from their oft-observed effects, a high reputation in diseases of the chest; especially in that form which is truly regarded as the beginning of consumption. It is undoubtedly in the early stage of the disease, that this and all other remedies, can be most successfully used; but its marked good effects have also been witnessed in advanced cases. The 'modus operandi' of the remedy is a matter of little consequence to the invalid, provided it restores his health; whether it be by one, or the combined action of all the numerous ingredients it contains is of little moment, but it is of consequence to remark that, unlike other Sulphur Waters (with the exception perhaps of the Monroe Red, especially that one so justly famous, which has been mainly instrumental in giving to Virginia Springs a world-wide reputation), it is free from all exciting properties; diminishing rather than increasing the force of circulation; without which direct or indirect sedative influence, Sulphur Waters are in all cases inadmissible in diseases of the chest. While this be so, it will not be thought, we presume, by any intelligent, well-informed physician, that the absence of these exciting ingredients will in any way interfere to render it less efficacious than the Springs referred to, which are of such rare value in appropriate cases."

Dr. J. J. Moorman, for forty years physician to the White Sulphur Springs, and author of the "Mineral Springs of North America," and other works on the same subject, thus writes to the proprietors of the Roanoke Red:

"In yielding to your desire for a public expression of my opinion as to the medicinal value and applicabilities of the waters of the Roanoke Red Sulphur Springs, I remark that these waters, belonging as they do to the class of the least stimulating of our Sulphur waters, are well adapted to the treatment of the early stages of bronchial and lung troubles, as well as to numerous cases of mild vascular excitement, congestions and general nervous excitation. In such cases, in consequence of its non-stimulating, or very slightly stimulating, effects it can be used with less precaution, and with as good results, as are experienced from the use of more potent waters of the same general class. Its alterative and mild tonic character is distinctly indicated by its analysis, and has been fully verified by its practical use. Its solid ingredients in various chemical forms of iron, lithia, calcium, soda, ammonia, arsenic and alumina, with other medical ingredients, constitute a compound somewhat peculiar in mineral waters, and one well adapted to general alterative effects upon the organs and tissues of the diseased body. It is to such alterative influences that all Sulphur waters owe, to a very large extent, their power in overcoming diseased action. In congestions or other derangements of the mucus surfaces, in gouty diathesis and affections of the kidneys and bladder, in dyspeptic depravities, and especially when the liver is implicated, as well as in chronic disorders of the abdominal cavity generally, and in female obstructions, these waters may be hopefully looked to for remedial efficacy. This is but a partial enumeration of the numerous diseases in which the waters may be beneficially employed. As a general hygienic agent, gently altering and energising the digestive and assimilating functions, and overcoming incipient obstructions of the various organs and tissues that might ultimately become serious disease, their healthful value can scarcely be over-estimated. Very respectfully,

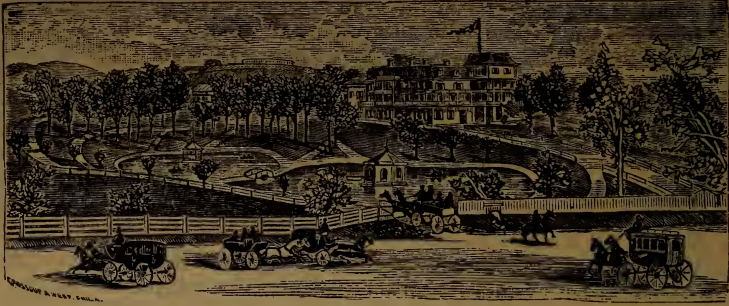
J. J. MOORMAN."

F. J. CHAPMAN, Proprietor, Roanoke, Va.

Dr. J. SHORTER HILL, of Baltimore, Resident Physician.

LAKE SPRING HOTEL,

SALEM, VIRGINIA.



Accommodates about 150 Guests.

Clerk, J. W. CHAPMAN.

Eating and Linen Department, Mrs. C. E. CALDWELL.

OPEN 1st OF MAY.

Convenient to Telegraph, Post, and Railroad Offices and Churches, Dining and Ball Rooms. Omnibuses to all Trains. Telephone connection with Roanoke Red Sulphur Springs. An excellent band of Music. Billiard and Bowling Saloons. Hot and cold Baths for Ladies and Gentlemen.

HEALTH, PLEASURE AND COMFORT.

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Lake Spring, being situated at the extreme boundary of the flourishing town of Salem, gives it all the advantages of a town and country residence combined. Upon the premises are good Freestone, Limestone and Chalybeate Springs, and in easy access are elegant Sulphur, Alum, and Chalybeate Springs. Besides the privilege of these, the waters from various prominent mineral springs will be kept at the Hotel for the use of the guests. Passengers for Roanoke Red Sulphur stop at Lake Spring. First-class livery stable and bath rooms.

BOARD: Per Month (4 Weeks), \$35. Seven days, \$12. One day, \$2.50.

For further particulars, apply or address,

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ROANOKE, VIRGINIA.

IN THE MIDST OF THE LOFTY SPURS OF THE KING OF MOUNTAINS, on the banks of the beautiful Roanoke River, in the county of Montgomery, Virginia, on the eastern slope of the Alleghany Mountains, the most elevated region between the Atlantic Ocean and the Rocky Mountains, lie embowered

THE ALLEGHANY SPRINGS,

THE MOST CELEBRATED DYSPEPTIC WATER KNOWN!

The Accommodations are First-Class, affording every Comfort to both Invalid and Pleasure-Seeker.

THE HOTEL

is commodious, and supplied with every requisite improvement, including Post, Telegraph, and Express offices, Billiard Saloon, Hot, Cold, and Shower Baths.

Contiguous to the Hotel, on a commanding eminence, are over ONE HUNDRED AND FIFTY DOUBLE COTTAGES, with upper and lower galleries extending the entire length of the buildings and fronting the river and grand mountain scenery.

FINE DRIVING ROADS AND BEAUTIFUL WALKS extend in all directions, and the surrounding scenery is not equaled by any watering place in Virginia.

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The Alleghany Water has become so celebrated that it is now shipped to nearly every State in the Union.

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The Springs are reached by the Norfolk & Western Railroad, and the guests are conveyed from Shawsville Depot in omnibus and carriages, $3\frac{1}{2}$ miles, over a fine road.

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" Soda.....	1.717959	Chloride of Sodium.....	0.274676 "
" Potassa.....	3.699981	Silicic Acid.....	0.882782 "
Carbonate of Copper.....	0.000359	Crenic Acid.....	0.001921 "
" Lead.....	0.000569	Apocrenic Acid.....	0.000192 "
" Zinc.....	0.001773	Other Organic Matter.....	1.999101 "
" Iron.....	0.157049	Carbonate of Cobalt.....	Traces
" Manganese.....	0.060617	Teroxide of Antimony.....	
" Lime.....	3.613209		183.069321 grains
" Magnesia.....	0.362362	Solid ingredients by direct evapora-	
" Strontia.....	0.060536	tion gave.....	184.072000 "
" Baryta.....	0.022404	Half combined carbonic acid.....	1.885526 "
" Lithia.....	0.001679	Free carbonic acid.....	5.455726* "
Nitrate of Magnesia.....	3.219562	Hydro-sulphuric acid.....	0.001339† "
" Ammonia.....	0.559412		
Phosphate of Alumbina.....	0.025549	Total amount of ingredients,	199.411912

* 5.455726 grains of carbonic acid is equal to 11.544067 cubic inches.

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ONE HUNDRED AND THIRTY-TWO MILES SOUTH FROM LYNCHBURG, VA., AND 72
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near the Hotel, and a large Cistern of Pure Rain Water in its Yard, and

MINERAL WATER,

Possessing well-tried and approved medicinal qualities, has been brought by pipes to and is flowing in the heart of the Town, of which an analysis by Professor Mallett, of the University of Virginia, will be shown to any one. Trains going East stop at this Station for BREAKFAST.

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Persons stopping at this Hotel and desiring to change to some other Boarding-House, will cheerfully be afforded all information and facilities for doing so.

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One Bottle of Mass is Equal to Sixteen Gallons of Water.

The salts of medicinal properties of the wonderful SEVEN SPRINGS in Washington County, Va.—its efficiency in the treatment of diseases is conceded by physicians generally; as a *family medicine* it is invaluable. For sick or nervous Headache it never fails to relieve and cure—is indispensable for this complaint alone. For diseases peculiar to females, Dyspepsia, Indigestion, General Debility, Nervous Prostration, Chills and Fevers, Malarial, Dropsical, Throat, Liver and Kidney Affections, Skin Diseases, Scrofula, Eczema, Impurities of the Blood, etc., a more efficient and valuable remedy is not to be had.

"THE SEVEN SPRINGS MASS"

Is for sale by Druggists generally at 50 cents and \$1.00 per bottle. Price of Water, 25 cents per gallon at the Springs. The MASS can be sent to any part of the world through the mails. In ordering always ask for "SEVEN SPRINGS MASS," made by

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DEAR SIR:—This water has received the HIGHEST ENDORSEMENT from all parts of the country. Below we give only a few of the thousands who, from personal experience, have great faith in its medical virtues and who believe it will do what is claimed for it. In the annual pamphlet of forty pages will be found many more certificates and references, and full information on all points.

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Wm. J. Thompson, Little Rock, Ark.: "The excellent water, combined with the high elevation and magnificent scenery, render Tate's an excellent family resort, and persons desiring congenial associates, freed from the restraint and style of fashionable watering places, can find none better."

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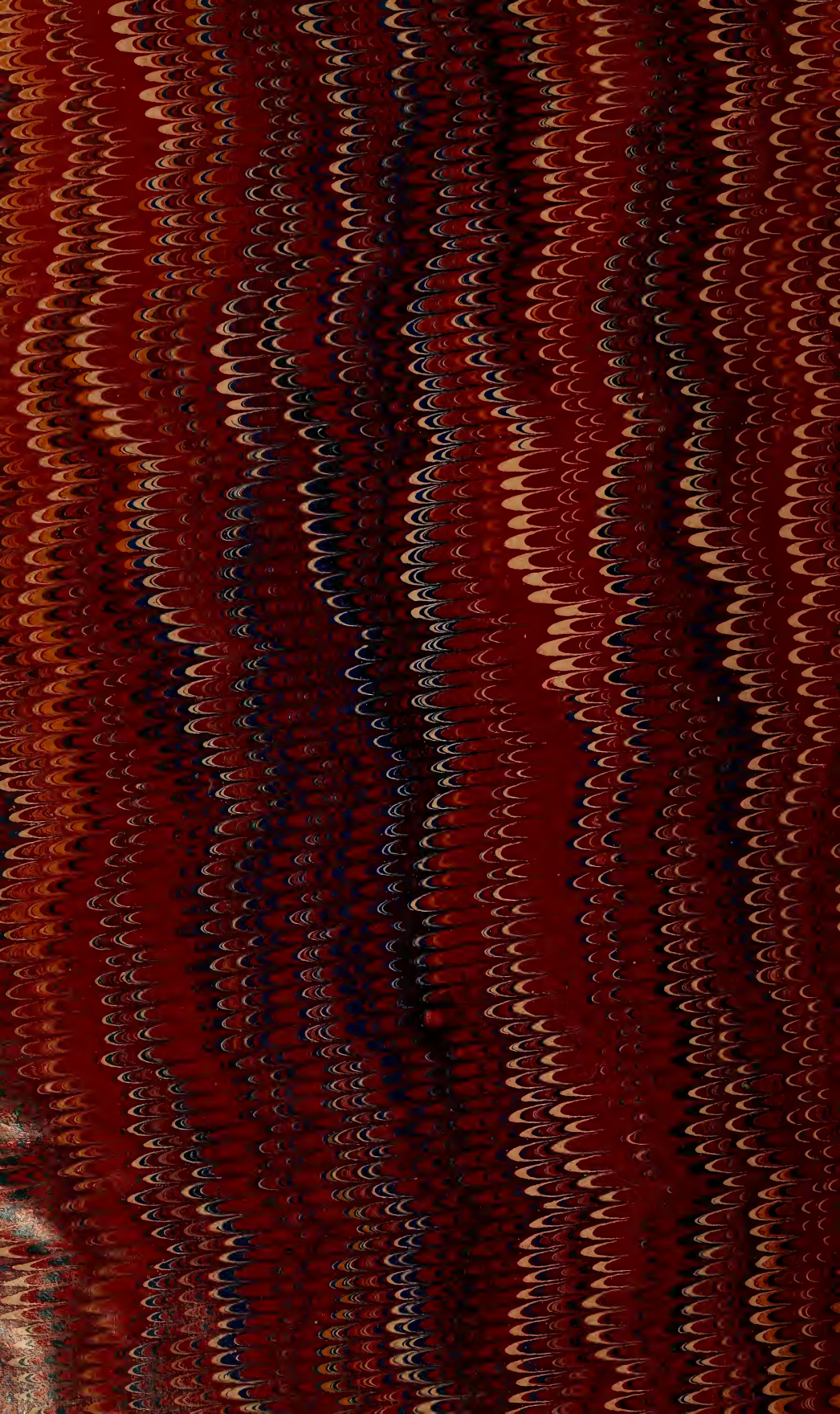


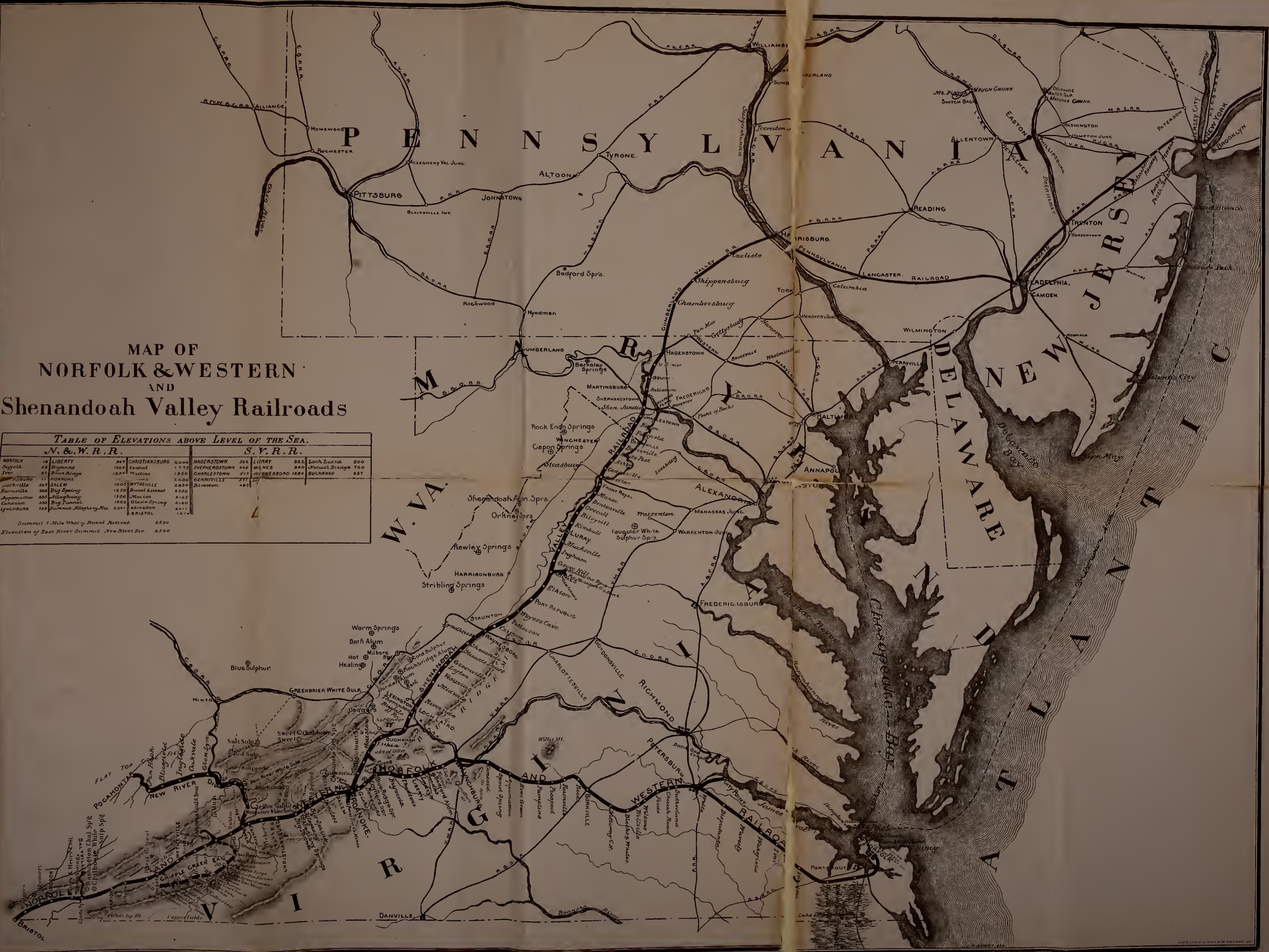


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MAP OF
NORFOLK & WESTERN
AND
Shenandoah Valley Railroads

TABLE OF ELEVATIONS ABOVE LEVEL OF THE SEA.											
N. & W. R. R.						S. V. R. R.					
NORFOLK	18	LIBERTY	947	CHRISTIANSBURG	2000	HAGERSTOWN	566	LURAY	822	Lock Ledge	800
Suffolk	46	Diposida	1004	Central	1775	SHEPHERDSTOWN	408	WILNEX	840	Natural Bridge	760
Ivor	87	Dina Ridge	1624	Westline	1250	CHARLESTOWN	517	WYNESSBORO	1884	BUCHANAN	837
ROSBURG	11	HORANURE	1003	WYTHVILLE	2200	BEAVERVILLE	511				
Jacksonville	367	SALEM	1003	WYTHVILLE	2200	ALLEGHENY	1071				
Rumville	560	Big Spring	1250	Rural Retreat	2550						
Appomattox	650	Allegany	1520	Glendon	2125						
Concord	535	Big Tunnel	1020	Glendon Spring	2180						
Lynchburg	323	Summit Allegheny Mts.	2041	LEWISBURG	2011						
				SHENANDOAH	1674						
Summit 1 Mile West of Rural Retreat 2580											
Elevation of East River Summit New River Div. 2560											

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